

From navy.radio at gmail.com Wed May 9 11:50:15 2018
From: navy.radio at gmail.com (Nick England)
Date: Wed, 9 May 2018 11:50:15 -0400
Subject: [BoatAnchors] Dayton/Xenia hamfest
Message-ID: <CAB55hNefarNSQvxKGtDn7aAd3Yyrue2iq0hvJCnWijJu6UVA8A@mail.gmail.com>

John K4OZY and I will be set up in the flea market spaces 7212-7213 on Thursday and Friday. We are taking a van load of "stuff" to sell and hope to bring back a van load of completely different "stuff".

As usual, I'll be on the lookout for Navy teletype and radio stuff. Also any vintage Baudot-to-Morse gear, Morse ink recorders, 1950s-60s Navy radio gear, etc.

Look for the "US Naval Communications" sign and a bunch of punched paper tape flapping in the breeze.

Nick England K4NYW
www.navy-radio.com

From tarheel6 at msn.com Wed May 9 14:47:10 2018
From: tarheel6 at msn.com (Tom Bridgers)
Date: Wed, 9 May 2018 18:47:10 +0000
Subject: [BoatAnchors] BoatAnchors Digest, Vol 348, Issue 1
In-Reply-To: <mailman.4.1525881601.14586.boatanchors@lists.theporch.com>
References: <mailman.4.1525881601.14586.boatanchors@lists.theporch.com>
Message-ID:
<BN6PR19MB117121498D8B2DDA46CF0D5290990@BN6PR19MB1171.namprd19.prod.outlook.com>

Bonne chance!
-t

Sent from my iPhone

> On May 9, 2018, at 12:00 PM, boatanchors-request at lists.theporch.com wrote:
>
> Send BoatAnchors mailing list submissions to
> boatanchors at lists.theporch.com
>
> To subscribe or unsubscribe via the World Wide Web, visit
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
> or, via email, send a message with subject or body 'help' to
> boatanchors-request at lists.theporch.com
>
> You can reach the person managing the list at
> boatanchors-owner at lists.theporch.com
>

> When replying, please edit your Subject line so it is more specific
> than "Re: Contents of BoatAnchors digest..."
>
>
> Today's Topics:
>
> 1. Dayton/Xenia hamfest (Nick England)
>
>
> -----
>
> Message: 1
> Date: Wed, 9 May 2018 11:50:15 -0400
> From: Nick England <navy.radio at gmail.com>
> To: Boatanchors-porch <boatanchors at lists.theporch.com>
> Subject: [BoatAnchors] Dayton/Xenia hamfest
> Message-ID:
> <CAB55hNefaRNSQvxKGtDn7aAd3Yyrue2iq0hvJCnWijJu6UVA8A at mail.gmail.com>
> Content-Type: text/plain; charset="UTF-8"
>
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> Thursday and Friday. We are taking a van load of "stuff" to sell and hope
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>
> Nick England K4NYW
> www.navy-radio.com
>
>
> -----
>
> Subject: Digest Footer
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
>
>
> -----
>
> End of BoatAnchors Digest, Vol 348, Issue 1

> *****

From radiokk1k at gmail.com Wed May 9 15:00:48 2018

From: radiokk1k at gmail.com (Dean Gagnon)

Date: Wed, 9 May 2018 15:00:48 -0400

Subject: [BoatAnchors] BoatAnchors Digest, Vol 348, Issue 1

In-Reply-To:

<BN6PR19MB117121498D8B2DDA46CF0D5290990@BN6PR19MB1171.namprd19.prod.outlook.com>

References: <mailman.4.1525881601.14586.boatanchors@lists.theporch.com>

<BN6PR19MB117121498D8B2DDA46CF0D5290990@BN6PR19MB1171.namprd19.prod.outlook.com>

Message-ID: <CAAyUohKBzc4whQ-f=0BThZh6==givDKpkx+KGsqprkep5Vfd5g@mail.gmail.com>

Nick and all,

Looking forward to seeing your "STUFF".

I don't have any of the items you noted in your email "BUT" will be bringing stuff of my own:

- 1) Late production HQ-180AC + matching speaker
- 2) BC348R running with dynamotor
- 3) DM-24E working dynamotor
- 4) AT 1011 Vertical complete in the bag with witches hat and vehicle mounts
- 5) Johnson Ranger very nice unknown condition
- 6) Navy Key CMH 26012A
- 7) More stuff

Dean

KK1K

On Wed, May 9, 2018 at 2:47 PM, Tom Bridgers via BoatAnchors <boatanchors at lists.theporch.com> wrote:

> Bonne chance!

> -t

>

>

> Sent from my iPhone

>

> > On May 9, 2018, at 12:00 PM, boatanchors-request at lists.theporch.com
> wrote:

> >

> > Send BoatAnchors mailing list submissions to
> > boatanchors at lists.theporch.com

> >

> > To subscribe or unsubscribe via the World Wide Web, visit
> > <https://lists.theporch.com/mailman/listinfo/boatanchors>

> > or, via email, send a message with subject or body 'help' to

> > boatanchors-request at lists.theporch.com
> >
> > You can reach the person managing the list at
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> > -----
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> > From: Nick England <navy.radio at gmail.com>
> > To: Boatanchors-porch <boatanchors at lists.theporch.com>
> > Subject: [BoatAnchors] Dayton/Xenia hamfest
> > Message-ID:
> > <CAB55hNefaRNSQvxKGtDn7aAd3Yyrue2iq0hvJCnWijJu6UVA8A at mail.gmail.com>
> > Content-Type: text/plain; charset="UTF-8"
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> > Nick England K4NYW
> > www.navy-radio.com
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> > BoatAnchors mailing list
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> >
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> > *****
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> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
>

From dean.gagnon at juno.com Wed May 9 16:47:01 2018
From: dean.gagnon at juno.com (dean.gagnon at juno.com)
Date: Wed, 9 May 2018 20:47:01 GMT
Subject: [BoatAnchors] (no subject)
Message-ID: <20180509.164701.14643.0@webmail12.vgs.unttd.com>

Looking forward to seeing "STUFF" at Dayton next week.

I will be bringing some of my own:

- 1) Late production HQ-180AC + matching speaker
- 2) BC348R running with dynamotor
- 3) DM-24E working dynamotor
- 4) AT 1011 Vertical complete in the bag with witches hat and vehicle mounts
- 5) Johnson Ranger very nice unknown condition
- 6) Navy Key CMH 26012A
- 7) More stuff

See you in the flea market.

Dean
KK1K

Warning: Don't Use Probiotics Before You See This
[gundrymd.com](http://thirdpartyoffers.juno.com/TGL3131/5af35e9a119025e992497st04vuc)
<http://thirdpartyoffers.juno.com/TGL3131/5af35e9a119025e992497st04vuc>

From wwatson5 at sbcglobal.net Thu May 10 00:00:50 2018
From: wwatson5 at sbcglobal.net (William Watson)
Date: Thu, 10 May 2018 04:00:50 +0000 (UTC)
Subject: [BoatAnchors] Need Manual for Radio Compass Receiver R-101B/ARN-6
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
Message-ID: <580290670.1859063.1525924850321@mail.yahoo.com>

Does anyone have a manual for the radio compass receiver R-101B/ARN-6?

Thanks.

Joe WatsonW5WBR

From vilgotch at bigpond.net.au Thu May 10 06:26:07 2018

From: vilgotch at bigpond.net.au (Morris Odell)

Date: Thu, 10 May 2018 20:26:07 +1000

Subject: [BoatAnchors] Need Manual for Radio Compass Receiver
R-101B/ARN-6

In-Reply-To: <580290670.1859063.1525924850321@mail.yahoo.com>

References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>

Message-ID: <000301d3e849\$4edd77f0\$ec9867d0\$@bigpond.net.au>

Hi Joe,

I have a pdf of it but I'm down here in Australia and it's 89 MB which might be too much to email. Let me know if you can accept such a big attachment.

73, Morris VK3DOC

Does anyone have a manual for the radio compass receiver R-101B/ARN-6?

Thanks.

Joe WatsonW5WBR

This email has been checked for viruses by AVG.

<http://www.avg.com>

From spr at earthlink.net Thu May 10 11:20:18 2018

From: spr at earthlink.net (Scott Robinson)

Date: Thu, 10 May 2018 08:20:18 -0700

Subject: [BoatAnchors] Need Manual for Radio Compass Receiver
R-101B/ARN-6

In-Reply-To: <000301d3e849\$4edd77f0\$ec9867d0\$@bigpond.net.au>

References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<000301d3e849\$4edd77f0\$ec9867d0\$@bigpond.net.au>

Message-ID: <487065ec-be77-23da-151b-30bafb84d244@earthlink.net>

This is what services like Drop Box are for. Upload to them, download via ftp from them, no mail restrictions. For occasional use, Drop Box is free, hoping that you will upgrade to the paid version later on.

Regards,

Scott Robinson

On 5/10/18 3:26 AM, Morris Odell wrote:

> Hi Joe,

>

> I have a pdf of it but I'm down here in Australia and it's 89 MB which might
> be too much to email. Let me know if you can accept such a big attachment.

>

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>

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> Thanks.

> Joe WatsonW5WBR

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> This email has been checked for viruses by AVG.

> <http://www.avg.com>

>

> -----

> BoatAnchors mailing list

> BoatAnchors at lists.theporch.com

> <https://lists.theporch.com/mailman/listinfo/boatanchors>

>

From listown at nanniandjack.com Thu May 10 15:44:23 2018

From: listown at nanniandjack.com (List Manager)

Date: Thu, 10 May 2018 13:44:23 -0600

Subject: [BoatAnchors] Come on, Folks... Surely y'all can actually edit

Message-ID: <042f979b3f8cd81933fa15f800734ed4@nanniandjack.com>

--

Lovers of Firebottles:

OK, I am somewhat of a Luddite when it comes to using a smartphone for email and such...

That said, however, I do *NOT* think that is an excuse for the inclusion of ENTIRE DIGESTS in a simple one word or one line short response!

If the failure to edit is from a real keyboard in a mail reader, I am CERTAIN that there are several very good mail user programs out there that can handle a mime digest (one message with individual messages embedded).

If that is you, PLEASE MODIFY YOUR SETTINGS AND STOP QUOTING AN ENTIRE DIGEST JUST TO SAY "Bonne chance!"

-t" or to list your items while including the ENTIRE contents of someone else's post - this is *NOT* a bandwidth issue...

NOT EDITING THE PREVIOUS POST YOU ARE RESPONDING TO IS *RUDE*!!! VERY

RUDE!

Y'all have been pretty good for a while, but the most recent digest has two lazy people who can't be bothered to edit their posts. I sincerely hope they understand this message and take actions so as not to repeat.

--

Jack Hill, W4KH - BoatAnchors Listowner/Archiver
listown at nanniandjack.com

"Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

From johnmb at nc.rr.com Thu May 10 20:25:41 2018

From: johnmb at nc.rr.com (john)

Date: Thu, 10 May 2018 20:25:41 -0400

Subject: [BoatAnchors] Dayton/Xenia hamfest

In-Reply-To: <CAB55hNefaRNSQvxKGtDn7aAd3Yyrue2iq0hvJCnWijJu6UVA8A@mail.gmail.com>

References: <CAB55hNefaRNSQvxKGtDn7aAd3Yyrue2iq0hvJCnWijJu6UVA8A@mail.gmail.com>

Message-ID: <78e0e947-5a0f-6c91-984d-5e54dd6cc646@nc.rr.com>

Y'all behave now!

John

PS: Im making round trips to your neighborhood daily!

On 5/9/2018 11:50 AM, Nick England via BoatAnchors wrote:

> John K4OZY and I will be set up in the flea market spaces 7212-7213 on
> Thursday and Friday. We are taking a van load of "stuff" to sell and hope
> to bring back a van load of completely different "stuff".
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> As usual, I'll be on the lookout for Navy teletype and radio stuff. Also
> any vintage Baudot-to-Morse gear, Morse ink recorders, 1950s-60s Navy radio
> gear, etc.
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> Look for the "US Naval Communications" sign and a bunch of punched paper
> tape flapping in the breeze.
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> Nick England K4NYW
> www.navy-radio.com
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>

>

--

III

From nielwiegand at aggienetwork.com Sat May 12 13:08:05 2018
From: nielwiegand at aggienetwork.com (Niel Wiegand)
Date: Sat, 12 May 2018 12:08:05 -0500
Subject: [BoatAnchors] NC-80 or 81 Dial Stringing?
Message-ID: <55c0fb0d-2019-7e2e-2c25-93206cb3fd56@aggienetwork.com>

I've an NC-81X (
https://www.prismnet.com/?/shack_tours/2006_AWA_OTCW_Stn.htm
<https://www.prismnet.com/%7Enielw/shack_tours/2006_AWA_OTCW_Stn.htm>)
with a now broken dial string. I don't find it listed in Sams and the
dial string info is not in my copy of the NC-81 manual.

Does anyone have an NC-80 or 81 that they can diagram out to dial string
for me to reference as I restring mine?

Tnx, Niel - W0VLZ
Rochester, MN

From ve7xf at shaw.ca Sat May 12 17:25:22 2018
From: ve7xf at shaw.ca (Ralph Parker)
Date: Sat, 12 May 2018 14:25:22 -0700
Subject: [BoatAnchors] NC-81
In-Reply-To: <55c0fb0d-2019-7e2e-2c25-93206cb3fd56@aggienetwork.com>
References: <55c0fb0d-2019-7e2e-2c25-93206cb3fd56@aggienetwork.com>
Message-ID: <a07aae3a-4e64-6e98-53f9-1a1779681683@shaw.ca>

>I've an NC-81X with a now broken dial string...

An NC-81X was my first commercial ham receiver, in about 1955, after a 3
tube regen and a BC-454.

I heard signals on 80/40/20 but couldn't understand why manufacturers
bothered to put 10 and 15m in the rx - there were obviously no signals
to be heard there.

In another couple of years, Cycle 19 hit. Wow. Then the light went on.

Ralph, VE7XF

From nielwiegand at aggienetwork.com Sat May 12 18:03:22 2018
From: nielwiegand at aggienetwork.com (Niel Wiegand)
Date: Sat, 12 May 2018 17:03:22 -0500
Subject: [BoatAnchors] NC-81
In-Reply-To: <a07aae3a-4e64-6e98-53f9-1a1779681683@shaw.ca>

References: <55c0fb0d-2019-7e2e-2c25-93206cb3fd56@aggienetwork.com>
<a07aae3a-4e64-6e98-53f9-1a1779681683@shaw.ca>
Message-ID: <05885dfa-b794-f58a-c385-39464a580a85@aggienetwork.com>

Ralph,

I'll probably pair this NC-81X with my Utah Jr. I found the Thordarson 100 in the photo to be to much of a beast to handle. It went to a home better set up for large boat anchors.

I did add a transformer to mine so that B+ and the chassis are safe. Filaments are still across the AC line but as long as I'm not under the chassis I don't need an isolation transformer.

73,
Niel

Ralph Parker via BoatAnchors wrote:

> An NC-81X was my first commercial ham receiver, in about 1955, after a
> 3 tube regen and a BC-454.
>
>

From thompson at mindspring.com Sat May 12 18:29:58 2018
From: thompson at mindspring.com (Dave Thompson)
Date: Sat, 12 May 2018 18:29:58 -0400 (GMT-04:00)
Subject: [BoatAnchors] NC-81
Message-ID: <1258494091.9253.1526164198399@wamui-boogie.atl.sa.earthlink.net>

Those old receivers usually used converters to receive on 10 and 15. Many were dead on those bands unless the spots were high and you had a decent antenna. I started with a Hallicrafters S-40B and it worked good on 80 and 40 but lesser on 20 and 15. I did make contacts on 15 as a novice but when you turned it over you had to tune the band for the station being worked. My dad felt sorry for me and he helped me buy a new Hammarlund HQ-110 in May 1957. Signals were heard that I never knew existed before. I have a HQ-110C I bought a few years ago and it works well on all bands with my decent antennas. In 1959 I added a HC-10 and the combination of the hQ-110 and HC-10 was to become the popular HQ-170. I bought a RME 6900 in 1965 but found it much less sensitive than the Hammarlund gear. I met W4AMJ (w2AMJ before) who was the ham behind the HQ-110, HC-10 and much of the receivers Hammarlund made from 1956 to the early 1970's. Most of this gear still receives well even on 10. Wish I could find a decent HC-10 with the adapter cables today. I am surprised that many novices started with S-38's and the like as they were to put it best terrible ham receivers.

73 Dave K4JRB EX K5MDX

-----Original Message-----

>From: Ralph Parker via BoatAnchors <boatanchors at lists.theporch.com>
>Sent: May 12, 2018 5:25 PM
>To: boatanchors at lists.theporch.com
>Cc: Ralph Parker <ve7xf at shaw.ca>
>Subject: Re: [BoatAnchors] NC-81
>
> >I've an NC-81X with a now broken dial string...
>
>An NC-81X was my first commercial ham receiver, in about 1955, after a 3
>tube regen and a BC-454.
>I heard signals on 80/40/20 but couldn't understand why manufacturers
>bothered to put 10 and 15m in the rx - there were obviously no signals
>to be heard there.
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>Ralph, VE7XF
>
>-----
>BoatAnchors mailing list
>BoatAnchors at lists.theporch.com
><https://lists.theporch.com/mailman/listinfo/boatanchors>

From 1oldlens1 at ix.netcom.com Sat May 12 19:07:01 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Sat, 12 May 2018 16:07:01 -0700
Subject: [BoatAnchors] NC-81
In-Reply-To: <1258494091.9253.1526164198399@wamui-boogie.atl.sa.earthlink.net>
References: <1258494091.9253.1526164198399@wamui-boogie.atl.sa.earthlink.net>
Message-ID: <eff77e54-e8e9-aa3a-5246-1ea7de15bea6@ix.netcom.com>

I started with an S38B but never used it on the air. I got one because neighbor kid had one so I nagged my parents until I got one. I would not have been able to get anything more expensive. Had I known better I would have settled for a used S-20R or something similar, probably no more expensive at the time. Not that the S-20R is a wonderful ham receiver, it isn't but its considerably better than the S-38.

All of the low cost receivers, and some of the high priced ones for that matter, were pushing both tube performance and the component quality to the limit. Pre war Hallicrafters receivers went up to 40 or 45 Mhz, much further than they could be reasonably expected to work. Hammarlund was wise to limit the coverage of the Super-Pro to 20Mhz. There was another version that went to 40Mhz but it had a different design for the RF section. My first real receiver, and my first station receiver, was a BC-779. It had been modified before I got it so I did my own modifications to the RF and used it quite successfully on 20

meters.

On 5/12/2018 3:29 PM, Dave Thompson via BoatAnchors wrote:

>

> Those old receivers usually used converters to receive on 10 and 15. Many were dead on those bands unless the spots were high and you had a decent antenna. I started with a Hallicrafters S-40B and it worked good on 80 and 40 but lesser on 20 and 15. I did make contacts on 15 as a novice but when you turned it over you had to tune the band for the station being worked. My dad felt sorry for me and he helped me buy a new Hammarlund HQ-110 in May 1957. Signals were heard that I never knew existed before. I have a HQ-110C I bought a few years ago and it works well on all bands with my decent antennas. In 1959 I added a HC-10 and the combination of the HQ-110 and HC-10 was to become the popular HQ-170. I bought a RME 6900 in 1965 but found it much less sensitive than the Hammarlund gear. I met W4AMJ (w2AMJ before) who was the ham behind the HQ-110, HC-10 and much of the receivers Hammarlund made from 1956 to the early 1970's. Most of this gear still receives well even on 10. Wish

> I could find a decent HC-10 with the adapter cables today. I am surprised that many novices started with S-38's and the like as they were to put it best terrible ham receivers.

> 73 Dave K4JRB EX K5MDX

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From vilgotch at bigpond.net.au Sat May 12 19:24:53 2018

From: vilgotch at bigpond.net.au (Morris Odell)

Date: Sun, 13 May 2018 09:24:53 +1000

Subject: [BoatAnchors] Need Manual for Radio Compass Receiver
R-101B/ARN-6

In-Reply-To: <580290670.1859063.1525924850321@mail.yahoo.com>

References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>

<580290670.1859063.1525924850321@mail.yahoo.com>

Message-ID: <000f01d3ea48\$6eda1fd0\$4c8e5f70\$@bigpond.net.au>

Hi all,

After climbing a steep learning curve, I have uploaded the full ARN-6 manual to BAMA. Hopefully it will appear there soon.

73, Morris VK3DOC

-----Original Message-----

Does anyone have a manual for the radio compass receiver R-101B/ARN-6?
Thanks.
Joe WatsonW5WBR

This email has been checked for viruses by AVG.
<http://www.avg.com>

From k1lky68 at gmail.com Sat May 12 19:30:12 2018
From: k1lky68 at gmail.com (Roy Morgan)
Date: Sat, 12 May 2018 19:30:12 -0400
Subject: [BoatAnchors] Need Manual for Radio Compass Receiver
R-101B/ARN-6
In-Reply-To: <000f01d3ea48\$6eda1fd0\$4c8e5f70\$@bigpond.net.au>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<000f01d3ea48\$6eda1fd0\$4c8e5f70\$@bigpond.net.au>
Message-ID: <05682473-21D8-45EB-8468-5F9555A24DB3@gmail.com>

Thank you. I have one I hope to get running eventually.

Roy sends.

> On May 12, 2018, at 7:24 PM, Morris Odell <vilgotch at bigpond.net.au> wrote:
>
> Hi all,
>
> After climbing a steep learning curve, I have uploaded the full ARN-6 manual
> to BAMA. Hopefully it will appear there soon.
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> 73, Morris VK3DOC
>
> -----Original Message-----
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> Thanks.
> Joe WatsonW5WBR
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> This email has been checked for viruses by AVG.
> <http://www.avg.com>
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com

> <https://lists.theporch.com/mailman/listinfo/boatanchors>

From 1oldlens1 at ix.netcom.com Sat May 12 19:38:55 2018

From: 1oldlens1 at ix.netcom.com (Richard Knoppow)

Date: Sat, 12 May 2018 16:38:55 -0700

Subject: [BoatAnchors] TS-352 Batteries

Message-ID: <33f461f5-3deb-f91a-a1ed-d54671091e55@ix.netcom.com>

I have a TS-352B/U, which consists of a ME-9H/U multimeter with a high voltage multiplier and some other stuff. Essentially a conventional VOM. The high range ohm meter uses 4.5V batteries mil type BA-31. I think these have become hard to find. In any case I modified the set to use standard Size AA cells. I used three three-cell battery holders, which I got from All Electronics for 95c each. They fit into the compartment for the large batteries perfectly. I fastened them in with some squares of double-stick mounting tape and soldered them in permanently (well sort of, you could easily undo it for the original batteries). I had tried this in the past but could find only four cell holders so I modified them. This is a lot neater. Well, nine AA cells are not cheap but can be gotten at any drug or grocery store and probably have a life of several years. One reason for undertaking this little project was that my original mod was messed up by some of those leaky Dura-Cel AA cells that were around a few years ago. This meter was not the only victim. The Dura-Cel batteries were supposed to be the best obtainable, and, in fact, were for many years. Then the AA and AAA cells began to leak shortly after manufacture. Costco sold these under the house brand Kirkland, same thing. The current production is guaranteed for ten years shelf life. Check any cells you have for leakage. Also look on the bottom (negative end) of the cell for two little dots, if the cell has them get rid of them. At any rate current production seems to be OK.

These are nice meters. They have the advantage for working on many boatanchor rigs and military rigs of having a 1000 ohm/volt divider string as well as a 20K ohm/volt string. Some older equipment, including for example the Hammarlund SP-600-JX has voltage charts taken with an older type of meter that was 1000 ohms/volt so the voltages taken with a 20K meter will read high.

Its drawback is that its very heavy (really is a boatanchor).

--

Richard Knoppow

1oldlens1 at ix.netcom.com

WB6KBL

From charlesmorris800 at centurytel.net Sat May 12 19:48:32 2018

From: charlesmorris800 at centurytel.net (Charles)

Date: Sat, 12 May 2018 18:48:32 -0500
Subject: [BoatAnchors] TS-352 Batteries
Message-ID: <842256C3F1C747E38AB713F3D16B13BC@CharlesLapDell>

I use AA lithium batteries in all my test equipment that may spend years on the shelf without being used (or checked for leaks)!
They can supply large short-duration currents so I insert them into C-cell plastic cases, or two into a D-cell case, for multimeters.

They are a bit more expensive than alkalines, (and a slightly higher voltage under light load), but not too bad when you buy them in 20-packs, and have an expiration date of 2035 or later.

Charles
WB3JOK/0

From 1oldlens1 at ix.netcom.com Sat May 12 21:47:22 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Sat, 12 May 2018 18:47:22 -0700
Subject: [BoatAnchors] TS-352 Batteries
In-Reply-To: <842256C3F1C747E38AB713F3D16B13BC@CharlesLapDell>
References: <842256C3F1C747E38AB713F3D16B13BC@CharlesLapDell>
Message-ID: <e9b8462c-c1cb-c8bd-b6a2-73e9e56db9f3@ix.netcom.com>

Interesting to know. I think these cells will last many years if they don't leak. They operate with practically no load so I expect their life in the meter will be the shelf life.

On 5/12/2018 4:48 PM, Charles wrote:

> I use AA lithium batteries in all my test equipment that may
> spend years on the shelf without being used (or checked for leaks)!
> They can supply large short-duration currents so I insert them
> into C-cell plastic cases, or two into a D-cell case, for
> multimeters.
> They are a bit more expensive than alkalines, (and a slightly
> higher voltage under light load), but not too bad when you buy
> them in 20-packs, and have an expiration date of 2035 or later.
> Charles
> WB3JOK/0

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From gary.biasini at shaw.ca Sun May 13 14:49:31 2018
From: gary.biasini at shaw.ca (gary.biasini at shaw.ca)
Date: Sun, 13 May 2018 12:49:31 -0600
Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic

Binding

Message-ID: <013901d3eaeb\$23c2cee0\$6b486ca0\$@shaw.ca>

Good day,

Not a particularly technical post but . I was looking to replace the plastic binding (Cerlox, GBC) that holds together the calibration book as several of the rings or teeth have broken. I purchased a 5/8 inch binding from Staples but the current standard for such plastic binding is 19 rings in 10 1/2 inches. The correct length to replace the broken binding is 5.5 inches resulting in 10 rings. However, the binding on the BC-221-M has 11 rings.

Can anyone point me to a source of these non-standard plastic bindings?

Thank you.

Gary

From 1oldlens1 at ix.netcom.com Sun May 13 15:08:26 2018

From: 1oldlens1 at ix.netcom.com (Richard Knoppow)

Date: Sun, 13 May 2018 12:08:26 -0700

Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding

In-Reply-To: <013901d3eaeb\$23c2cee0\$6b486ca0\$@shaw.ca>

References: <013901d3eaeb\$23c2cee0\$6b486ca0\$@shaw.ca>

Message-ID: <5e6cb56d-da8b-adb4-4873-db463a34e009@ix.netcom.com>

Have you done a google search for "spiral binding" ? I did just now and found a lot of hits. You might find the right material.

On 5/13/2018 11:49 AM, Gary I. Biasini via BoatAnchors wrote:

> Good day,

>

>

>

> Not a particularly technical post but . I was looking to replace the plastic
> binding (Cerlox, GBC) that holds together the calibration book as several of
> the rings or teeth have broken. I purchased a 5/8 inch binding from Staples
> but the current standard for such plastic binding is 19 rings in 10 1/2

> inches. The correct length to replace the broken binding is 5.5 inches
> resulting in 10 rings. However, the binding on the BC-221-M has 11 rings.
>
>
>
> Can anyone point me to a source of these non-standard plastic bindings?
>
>
>
> Thank you.
>
>
>
> Gary

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From knjhanlon at msn.com Sun May 13 17:03:17 2018
From: knjhanlon at msn.com (JAMES HANLON)
Date: Sun, 13 May 2018 21:03:17 +0000
Subject: [BoatAnchors] 30s receivers sensitivity and mechanical stability
Message-ID:
<e703bb4fbb174d9293729a2bacd2e1c9MWHPR2001MB092525212D0DA85101A43FE1A09D0@MWHPR2001MB0925.namprd20.prod.outlook.com>

While many of the receivers from the 30s were pretty deaf above 20 meters, the HRO was an exception. Bill Orr once described it as having "the ears of an Iroquois Hunting Party." I remember an occasion in 1958 when I stopped into the W8LT (Ohio State University radio club) shack on a cold, wet, winter afternoon when I was going home from an hour of ROTC drill. The Senior Ops were on 10 meters working SSB with a Central Electronics 20A and an HQ-140. I went into the back room and found an old HRO hiding under a pile of junk. It had seen better days, the S-meter was gone and there was just a pair of wires hanging out of the hole in the panel. I scrounged around some more and unearthed its dog house power supply, speaker and box of coils. I took the HRO out to the operating room and showed it to the guys. They told me that it had once been the station receiver but that it didn't work any more. "Let's see," I said, and I assembled it with the A coil set plugged in, attached a clip lead between its antenna terminal and the HQ-140, and set it down next to the Hammarlund. In a minute I had the guy they were talking to tuned in on the HRO. They were amazed. Then I picked the HRO up off the table about 3 inches - and dropped it! They never did find their station on the HQ-140 again, but he remained rock solid on the HRO.

Jim Hanlon, W8KGI

From mike_25-z at aafradio.org Sun May 13 17:07:03 2018
From: mike_25-z at aafradio.org (aafradio)
Date: Sun, 13 May 2018 17:07:03 -0400
Subject: [BoatAnchors] Need Manual for Radio Compass Receiver
R-101B/ARN-6
In-Reply-To: <000f01d3ea48\$6eda1fd0\$4c8e5f70\$@bigpond.net.au>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<000f01d3ea48\$6eda1fd0\$4c8e5f70\$@bigpond.net.au>
Message-ID: <b91cb7fb-7a2c-133b-eb6a-2f516ff0e4f1@aafradio.org>

I noticed that the last time BAMA updated the military section was several months ago, so in the meantime, I uploaded my copy to <http://aafradio.org/docs/ARN-6.pdf>

I don't recall where I found it, but it doesn't seem to be on the web any more.? Better have it in two accessible places than none at all.

73,
Mike? KC4TOS

On 5/12/2018 7:24 PM, Morris Odell wrote:

> Hi all,
>
> After climbing a steep learning curve, I have uploaded the full ARN-6 manual
> to BAMA. Hopefully it will appear there soon.
>
> 73, Morris VK3DOC
>
> -----Original Message-----
>
> Does anyone have a manual for the radio compass receiver R-101B/ARN-6?
> Thanks.
> Joe WatsonW5WBR
>
>
> ---
> This email has been checked for viruses by AVG.
> <http://www.avg.com>
>
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
>

From 1oldlens1 at ix.netcom.com Sun May 13 18:27:49 2018

From: 1oldlens1 at ix.netcom.com (Richard Knoppow)

Date: Sun, 13 May 2018 15:27:49 -0700

Subject: [BoatAnchors] 30s receivers sensitivity and mechanical stability

In-Reply-To:

<e703bb4fbb174d9293729a2bacd2e1c9MWHPR2001MB092525212D0DA85101A43FE1A09D0@MWHPR2001MB0925.namprd20.prod.outlook.com>

References:

<e703bb4fbb174d9293729a2bacd2e1c9MWHPR2001MB092525212D0DA85101A43FE1A09D0@MWHPR2001MB0925.namprd20.prod.outlook.com>

Message-ID: <c6fd2d95-0101-7600-7b9a-b3195a7efe68@ix.netcom.com>

The Super Pro worked well at higher frequencies too. I think in the HRO this was due in part to the short leads made possible by the plug in coils. The Super Pros that had coverage above 20Mhz used shunt fed RF coils rather than series fed as in the standard sets. This evidently improved the Q of the coils resulting in higher gain and better RF selectivity. The Super Pro was also mechanically pretty stable. It had a prolonged warm up drift but did eventually stabilize. I left mine going all the time. The HRO was a remarkable design which lasted with little change for a couple of decades.

The RCA AR-88 is thermally stable because each band is separately compensated. Its full of dog-bone ceramic TC caps. While it uses a conventional band switch the arrangement of the coils results in short leads and very good HF performance, sensitivity stays good right up to 30 Mhz. They were never sold commercially so its hard to figure out what the price would have been but certainly more than the Super-Pro which was the most expensive receiver in the market in about 1940. The HRO was not far behind by the time one added the power supply, speaker and accessory coils. National sold a desk rack set with the HRO, power supply, speaker and case for the coils for around the same price as the Super Pro. I think the AR-88 would have been close to \$1000 when it came out. It is an interesting design which has no electrolytic capacitors in it and all paper caps are oil filled. In the original production there were many RCA-made mica caps, not of the silvered kind but mica stack caps which are very long lived. In later production many of these were replaced by flat paper caps because mica was in very short supply. The RCA caps are mostly still good while the Micamold and Solar flat paper caps are long gone. The oil filled paper caps are still pretty good unless the oil has leaked out, as it did in my set; the seals around the terminals had disintegrated.

All three of these receivers will hold their own with most modern ones except for selectivity, provided one replaces the caps with modern ones.

The HQ-100-X and HQ-129-X are also pretty good receivers. The

problem is poor image rejection due to having only a single RF stage. The HQ-129-X is a good example of how the changing economic conditions following WW-2 upset planning. It was intended to sell for \$129.00 and did when it first came out. Hammarlund couldn't maintain that price so withdrew it from the market for a time and then re-released it at a higher price. I think it was not a cheap receiver to make. Mine has surprisingly good performance and is quite stable.

The caps in it seem to be OK but I think it would be improved by replacing all paper caps with modern plastic ones. I have just been very slow to catch up with all the back burner projects I have accumulated. What I need is to get very rich so I can have a Jeeves or Bunter to help out with these things.

BTW, I would love to have some inside dope on the goings on at Hammarlund right after the war. When the first announcement of the SP-600 was made a list of features was included, among other things were listed push-pull audio and calibrated bandspread. Also the tube list was of octal tubes not miniatures as used in the production receivers. I think either they couldn't actually make it work or it was much too expensive. In any case the actual production receiver was rather different.

Hallicrafters had time to realize that 6 meter coverage was not necessary or probably desirable when designing the SX-73, IMO, Hammarlund would have been ahead of the game had he left it off the SP-600. Well lots of other receivers included it so it must have been thought a good sales gimmick.

On 5/13/2018 2:03 PM, JAMES HANLON via BoatAnchors wrote:

> While many of the receivers from the 30s were pretty deaf above 20 meters, the HRO was an exception. Bill Orr once described it as having "the ears of an Iroquois Hunting Party." I remember an occasion in 1958 when I stopped into the W8LT (Ohio State University radio club) shack on a cold, wet, winter afternoon when I was going home from an hour of ROTC drill. The Senior Ops were on 10 meters working SSB with a Central Electronics 20A and an HQ-140. I went into the back room and found an old HRO hiding under a pile of junk. It had seen better days, the S-meter was gone and there was just a pair of wires hanging out of the hole in the panel. I scrounged around some more and unearthed its dog house power supply, speaker and box of coils. I took the HRO out to the operating room and showed it to the guys. They told me that it had once been the station receiver but that it didn't work any more. "Let's see," I said, and I assembled it with the A coil set plugged in, attached a c

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>

>

> Jim Hanlon, W8KGI

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From wa5cab at cs.com Mon May 14 02:02:34 2018
From: wa5cab at cs.com (Robert Downs)
Date: Mon, 14 May 2018 01:02:34 -0500
Subject: [BoatAnchors] 30s receivers sensitivity and mechanical stability
In-Reply-To:
<e703bb4fbb174d9293729a2bacd2e1c9MWHPR2001MB092525212D0DA85101A43FE1A09D0@MWHPR2001MB0925.namprd20.prod.outlook.com>
References:
<e703bb4fbb174d9293729a2bacd2e1c9MWHPR2001MB092525212D0DA85101A43FE1A09D0@MWHPR2001MB0925.namprd20.prod.outlook.com>
Message-ID: <008b01d3eb49\$27856570\$76903050\$@com>

Well, you just cost me almost 5 minutes - of laughing. :-)

Robert Downs

-----Original Message-----

From: BoatAnchors [mailto:boatanchors-bounces at lists.theporch.com] On Behalf Of JAMES HANLON via BoatAnchors
Sent: Sunday, May 13, 2018 4:03 PM
To: boatanchors
Cc: JAMES HANLON
Subject: [BoatAnchors] 30s receivers sensitivity and mechanical stability

While many of the receivers from the 30s were pretty deaf above 20 meters, the HRO was an exception. Bill Orr once described it as having "the ears of an Iroquois Hunting Party." I remember an occasion in 1958 when I stopped into the W8LT (Ohio State University radio club) shack on a cold, wet, winter afternoon when I was going home from an hour of ROTC drill. The Senior Ops were on 10 meters working SSB with a Central Electronics 20A and an HQ-140. I went into the back room and found an old HRO hiding under a pile of junk. It had seen better days, the S-meter was gone and there was just a pair of wires hanging out of the hole in the panel. I scrounged around some more and unearthed its dog house power supply, speaker and box of coils. I took the HRO out to the operating room and showed it to the guys. They told me that it had once been the station receiver but that it didn't work any more. "Let's see," I said, and I assembled it with the A coil set plugged in, attached a clip lead between its antenna terminal and the HQ-140, and set it down next to the Hammarlund. In a minute I had the guy they were talking to tuned in on the HRO. They were amazed. Then I picked the HRO up off the table about 3 inches - and dropped it! They never

did find their station on the HQ-140 again, but he remained rock solid on the HRO.

Jim Hanlon, W8KGI

From arc5 at ix.netcom.com Mon May 14 08:37:25 2018
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 14 May 2018 07:37:25 -0500
Subject: [BoatAnchors] While We're on the HRO...
In-Reply-To: <008b01d3eb49\$27856570\$76903050\$@com>
References:
<e703bb4fbb174d9293729a2bacd2e1c9MWHPR2001MB092525212D0DA85101A43FE1A09D0@MWHPR2001MB0925.namprd20.prod.outlook.com>
<008b01d3eb49\$27856570\$76903050\$@com>
Message-ID: <001401d3eb80\$50589440\$f109bcc0\$@netcom.com>

We've covered temp. compensation of the HRO Sr. sets; someone please remind me exactly the specifications of the temp. compensation used? I seem to remember someone saying Nebraska Surplus had them for \$99.95 or something.
TNX Dave AB5S

From gary.biasini at shaw.ca Mon May 14 14:08:23 2018
From: gary.biasini at shaw.ca (Gary I. Biasini)
Date: Mon, 14 May 2018 12:08:23 -0600
Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding
Message-ID: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>

Richard,

Thank you. I had search coil binding and came across nothing that appeared to be helpful. However, on a re-search using your suggested terms, there was one site that mentioned A4 size bindings that had 21 rings. As you know, our letter size is 11" long, A4 is 11.7" so that seems to be a strong possibility. The correct size seems to be 16 mm as the closest equivalent to 5/8 inch.

Unfortunately, to get one ring will cost more than \$50 as I need to buy a box! And, with no guarantee that it will work.

I need to get creative and see if someone I know overseas might have some in their office and take pity on my and send me the one!

Thanks again for your quick response.

Gary I. Biasni

On 5/13/2018 12:08 PM, Richard Knoppow via BoatAnchors wrote:

> Have you done a google search for "spiral binding" ? I did just now and found a lot of hits. You might find the right material.

On 5/13/2018 11:49 AM, Gary I. Biasini via BoatAnchors wrote:

> Good day,
>
>
>
> Not a particularly technical post but . I was looking to replace the
> plastic binding (Cerlox, GBC) that holds together the calibration book
> as several of the rings or teeth have broken. I purchased a 5/8 inch
> binding from Staples but the current standard for such plastic binding is
19 rings in 10 1/2
> inches. The correct length to replace the broken binding is 5.5 inches
> resulting in 10 rings. However, the binding on the BC-221-M has 11 rings.
>
>
>
> Can anyone point me to a source of these non-standard plastic bindings?
>
>
>
> Thank you.
>
>
>
> Gary

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From landn2 at frontier.com Tue May 15 02:34:21 2018
From: landn2 at frontier.com (landn2 at frontier.com)
Date: Mon, 14 May 2018 23:34:21 -0700
Subject: [BoatAnchors] Help With Breting 12
Message-ID: <5DF359AA-B575-4E95-A764-004C6F94D97F@frontier.com>

Good evening Everybody,

I am working on my Breting 12 and I have some questions about it. I am hoping that someone can give me some ideas. My radio looks like the usual Breting 12?s that I have seen on the InterNet. However, mine has a 6C5 and a 6N7 installed under the chassis. The radio supposedly has worked before, but I have not tried to power it up yet. The two extra tubes look like they have sort of been ? tacked on ", but they might have come that way from the factory. I have what I think is a liquid electrolytic cap that shows signs of leakage, so I will replace it before I apply power. The radio was dusty but otherwise looks OK. I have the schematics that are on Nostalgia Air website. Any ideas out there about my extra tubes? Many thanks for any help!!

Best,
Liles Garcia
landn2 at frontier.com <mailto:landn2 at frontier.com>

From rbsingl at ilstu.edu Tue May 15 08:13:10 2018
From: rbsingl at ilstu.edu (Singley, Rodger)
Date: Tue, 15 May 2018 12:13:10 +0000
Subject: [BoatAnchors] Help With Breting 12
In-Reply-To: <5DF359AA-B575-4E95-A764-004C6F94D97F@frontier.com>
References: <5DF359AA-B575-4E95-A764-004C6F94D97F@frontier.com>
Message-ID:
<DM5PR03MB25722CFEAE89A134EB5733C1B8930@DM5PR03MB2572.namprd03.prod.outlook.com>

Liles,

I looked through my Breting 12 stuff and I found no mention of the modifications found in your radio. I am confident these tubes and supporting circuitry were not factory installed and I believe that these tubes were just being introduced during the time period that the 12 was long past design and already in production. I am pretty much a purist with old radios and stuff like that gets removed and the radio is put back to stock.

Breting made some gorgeous radios. I have their models 9, 12, 14, and 40 and the 14AX is my favorite of the bunch with the 12 running a close second. The "west coast" sets (i.e. Breting, Patterson/Pierson-DeLane, Sargent) aren't as common as their eastern produced brethren but there are some great sets from these manufacturers.

Rodger WQ9E

-----Original Message-----

From: BoatAnchors <boatanchors-bounces at lists.theporch.com> On Behalf Of landn2 at frontier.com
Sent: Tuesday, May 15, 2018 1:34 AM
To: boatAnchors at lists.theporch.com
Subject: [BoatAnchors] Help With Breting 12

From 1oldlens1 at ix.netcom.com Tue May 15 13:49:49 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Tue, 15 May 2018 10:49:49 -0700
Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding
In-Reply-To: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>
References: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>
Message-ID: <a97a1485-1f87-b2d8-2802-1311f1f58e4b@ix.netcom.com>

I will have to look at my BC-221 to see how its bound. Ring binding and spiral binding are two different things. Ring binding is like the common three-ring notebooks. The rings come in various sizes but there have been all sorts of specials over the years. Spiral binding is a continuous spiral like a spring. School notebooks and short hand tablets are commonly spiral bound. Its one of the options from places like Staples who do custom printing.

I suggested spiral binding because I remembered the BC-221 book as being bound that way but I think its actually rings. I will look and make sure. You may have to make something.

On 5/14/2018 11:08 AM, Gary I. Biasini via BoatAnchors wrote:

> Richard,
>
> Thank you. I had search coil binding and came across nothing that appeared
> to be helpful. However, on a re-search using your suggested terms, there
> was one site that mentioned A4 size bindings that had 21 rings. As you
> know, our letter size is 11" long, A4 is 11.7" so that seems to be a strong
> possibility. The correct size seems to be 16 mm as the closest equivalent
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> box! And, with no guarantee that it will work.
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> their office and take pity on my and send me the one!
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> Thanks again for your quick resoponse.
>
> Gary I. Biasni

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From spr at earthlink.net Tue May 15 15:20:23 2018
From: spr at earthlink.net (Scott Robinson)
Date: Tue, 15 May 2018 12:20:23 -0700
Subject: [BoatAnchors] Help With Breting 12
In-Reply-To:
<DM5PR03MB25722CFEAE89A134EB5733C1B8930@DM5PR03MB2572.namprd03.prod.outlook.com>
References: <5DF359AA-B575-4E95-A764-004C6F94D97F@frontier.com>
<DM5PR03MB25722CFEAE89A134EB5733C1B8930@DM5PR03MB2572.namprd03.prod.outlook.com>
Message-ID: <ecae2f34-9579-da88-d8af-1610f803455a@earthlink.net>

I have a Patterson 126AW, wood cabinet console, RF, 2 IFs, PP 6A3 outputs, a very nice radio and good looking, too. If anyone needs that schematic, I have the rare* Rider's page (Vol. 3, Patterson page 3-3) with this schematic and will share.

Regards,

Scott Robinson

*rare: I have looked in about 6 Riders volume 3 books and only found that page in one of them--as good fortune strikes, the one I own.

On 5/15/18 5:13 AM, Singley, Rodger via BoatAnchors wrote:

> Liles,

>

> I looked through my Breting 12 stuff and I found no mention of the modifications found in your radio. I am confident these tubes and supporting circuitry were not factory installed and I believe that these tubes were just being introduced during the time period that the 12 was long past design and already in production. I am pretty much a purist with old radios and stuff like that gets removed and the radio is put back to stock.

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>

> Rodger WQ9E

>

> -----Original Message-----

> From: BoatAnchors <boatanchors-bounces at lists.theporch.com> On Behalf Of
landn2 at frontier.com
> Sent: Tuesday, May 15, 2018 1:34 AM
> To: boatAnchors at lists.theporch.com
> Subject: [BoatAnchors] Help With Breting 12
>
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
>

From 1oldlens1 at ix.netcom.com Tue May 15 15:54:12 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Tue, 15 May 2018 12:54:12 -0700
Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic
Binding
In-Reply-To: <a97a1485-1f87-b2d8-2802-1311f1f58e4b@ix.netcom.com>
References: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>
<a97a1485-1f87-b2d8-2802-1311f1f58e4b@ix.netcom.com>
Message-ID: <eb19f8ea-7d42-42d8-d34d-e373c637d7bd@ix.netcom.com>

I looked at it. My BC-221 is an AH made by the Allen D.
Cardwell Co. The calibration book is bound with flat plastic
rings. I've seen this kind of binding used in paperback text
books but don't know its correct name. I can't tell if it has a
spine because the fiber covers are fastened to the case with some
sort of rivets.

I suspect that other types of bindings were used.

I also don't know when this meter was built. There may be a
date on something inside. If made during WW-2 the plastic binding
may have been to save on metal. Whatever it is it has survived
well and looks new.

BTW, its apparent that the wooden case was once painted olive
drab but is now black. I wonder if this was common. The thing
works perfectly and I still occasionally use it.

On 5/15/2018 10:49 AM, Richard Knoppow via BoatAnchors wrote:

> ?? I will have to look at my BC-221 to see how its bound.

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From k1lky68 at gmail.com Tue May 15 23:51:26 2018
From: k1lky68 at gmail.com (Roy Morgan)
Date: Tue, 15 May 2018 23:51:26 -0400

Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding

In-Reply-To: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>

References: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>

Message-ID: <A432E7CB-83FC-4172-AD98-129A2612A405@gmail.com>

Gary,

There is spiral material that is used to hold wire bundles together - unlike the flat ?Blades? on the cal book binding fastened to a stiff spine, this stuff expands lengthwise and may be a good substitute for just the right pitch stuff you are looking for.

You might search among the offerings of electronic supply houses for this stuff. Possibly a bead of RtV or some such along a spine made of a coffee stirrer or the like would make it hold together nicely.

Roy Morgan
k1lky68 at gmail.com

> On May 14, 2018, at 2:08 PM, Gary I. Biasini via BoatAnchors <boatanchors at lists.theporch.com> wrote:

>

> Richard,

>

> Thank you. I had search coil binding and came across nothing that appeared
> to be helpful. However, on a re-search using your suggested terms, there
> was one site that mentioned A4 size bindings that had 21 rings.

From wa5cab at cs.com Wed May 16 00:40:02 2018

From: wa5cab at cs.com (Robert Downs)

Date: Tue, 15 May 2018 23:40:02 -0500

Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding

In-Reply-To: <A432E7CB-83FC-4172-AD98-129A2612A405@gmail.com>

References: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>

<A432E7CB-83FC-4172-AD98-129A2612A405@gmail.com>

Message-ID: <014901d3eccf\$f48af850\$dda0e8f0\$@com>

I doubt that even if brand new the paper pages in the manual would hold up to the forces that Spiral Wrap would exert on it. You will be much better off if you remove the book from the drop-down door and take it to a commercial printing and copying company. And I don't mean a place like Kinkos or The UPS Store. They

aren't commercial. At best they're low end consumer. The company that first marketed the plastic findger binding method in the US was GBC. But as you've apparently found, the book was printed by one of their competitors and the finger pitch isn't standard.

Robert Downs

-----Original Message-----

From: BoatAnchors [mailto:boatanchors-bounces at lists.theporch.com] On Behalf Of Roy Morgan via BoatAnchors

Sent: Tuesday, May 15, 2018 10:51 PM

To: BoatAnchors at lists.theporch.com

Cc: Roy Morgan; Gary I. Biasini

Subject: Re: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding

Gary,

There is spiral material that is used to hold wire bundles together - unlike the flat ?Blades? on the cal book binding fastened to a stiff spine, this stuff expands lengthwise and may be a good substitute for just the right pitch stuff you are looking for.

You might search among the offerings of electronic supply houses for this stuff. Possibly a bead of RtV or some such along a spine made of a coffee stirrer or the like wold make it hold together nicely.

Roy Morgan
k1lky68 at gmail.com

> On May 14, 2018, at 2:08 PM, Gary I. Biasini via BoatAnchors <boatanchors at lists.theporch.com> wrote:

>

> Richard,

>

> Thank you. I had search coil binding and came across nothing that appeared
> to be helpful. However, on a re-search using your suggested terms, there
> was one site that mentioned A4 size bindings that had 21 rings.

BoatAnchors mailing list
BoatAnchors at lists.theporch.com
<https://lists.theporch.com/mailman/listinfo/boatanchors>

From 1oldlens1 at ix.netcom.com Wed May 16 01:39:10 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Tue, 15 May 2018 22:39:10 -0700
Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding
In-Reply-To: <A432E7CB-83FC-4172-AD98-129A2612A405@gmail.com>
References: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>
<A432E7CB-83FC-4172-AD98-129A2612A405@gmail.com>
Message-ID: <90f9c43a-c27e-63c7-d80b-afb6e2f4d18a@ix.netcom.com>

The stuff you mean is a spiral of flat plastic. The binding is not a spiral but parallel flat ribbon with probably a spine to hold it together. On my BC-221 I can't see the spine, if there is one, because the covers are riveted to the case. I am afraid if I try to remove the book it will ruin the rivets which have bent over sort of staples on the ends. I did find on Google a description of the various kinds of bindings available. The one I have is called a comb binding. See https://en.wikipedia.org/wiki/Comb_binding for a complete description. The Google search also found a number of places selling the supplies.

Another search for "comb binding by hand" has several sites showing how to do it without a machine. Since the pages of the cal book are already punched it should not be difficult to replace the whole binding providing you can find one the right size. The materials appear to be quite cheap.

On 5/15/2018 8:51 PM, Roy Morgan via BoatAnchors wrote:

> Gary,

>

> There is spiral material that is used to hold wire bundles together - unlike the flat ?Blades? on the cal book binding fastened to a stiff spine, this stuff expands lengthwise and may be a good substitute for just the right pitch stuff you are looking for.

>

> You might search among the offerings of electronic supply houses for this stuff. Possibly a bead of RtV or some such along a spine made of a coffee stirrer or the like would make it hold together nicely.

>

>

> Roy Morgan

> k1lky68 at gmail.com

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From jerry7proc at yahoo.com Wed May 16 13:04:00 2018
From: jerry7proc at yahoo.com (Jerry Proc)
Date: Wed, 16 May 2018 17:04:00 +0000 (UTC)
Subject: [BoatAnchors] USS Pueblo - Electronics Fit
References: <312471493.1954886.1526490240463.ref@mail.yahoo.com>
Message-ID: <312471493.1954886.1526490240463@mail.yahoo.com>

HelloEveryone,

?

Severalweeks ago I ?was contacted by an American author who is writing an articleon the USS Pueblo, the American spy ship which was captured by the NorthKoreans in 1968. In the process of helping to answer his technical questions, Imanaged to accumulate a critical mass of information which I have turned into aweb page:

<http://jproc.ca/pueblo/>

?

Pueblo?sradio equipment was installed at six positions in the compartment known as the?Special Operations Detachment?, Each position has a title, however I was notable to find anything about the specific duties of each position . For radioequipment, there are various pieces that still require identification. For thecrypto gear, I was able to identify, the crypto systems that were in use at thetime and compromised but the NSA Damage Assessment Report that I was using asmy reference did not provide any equipment listings in this area.

?

Pueblois rumored to have carried Sonar/acoustic listening gear however, I am hopingthat someone can confirm this.

? ? ?

-- Regards, Jerry Proc E-mail: jerry7proc at yahoo.com

From 1oldlens1 at ix.netcom.com Wed May 16 17:49:02 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Wed, 16 May 2018 14:49:02 -0700
Subject: [BoatAnchors] BC-221-M Frequency Meter Calibration Book Plastic Binding
In-Reply-To: <90f9c43a-c27e-63c7-d80b-afb6e2f4d18a@ix.netcom.com>
References: <01ea01d3ebae\$8e24ce50\$aa6e6af0\$@shaw.ca>

<A432E7CB-83FC-4172-AD98-129A2612A405@gmail.com>
<90f9c43a-c27e-63c7-d80b-afb6e2f4d18a@ix.netcom.com>
Message-ID: <21413050-18e9-7b2c-a130-f6c9f4f96d45@ix.netcom.com>

I decided to measure mine. It is about 1/2" diameter. Each comb tooth is about 1/4" and they are spaced, from center to center about 1/2". Number of teeth is 11.

I found similar binding combs on the web at a number of places bu they seem to be standardized at 19 rings in 11". I have a reprinted manual with comb binding and compared it to the book in my BC-221, it doesn't match for the pitch of the comb. I found binding rings from many sources on the web. The are offered in at least three sizes, the standard for 11" paper with 19 rings, a size for A4 paper with 22 rings, and a half size for binding 8.5" paper with 15 rings.

Probably one could call one of the suppliers and find out if there is another odd size that isn't regularly listed.

The combs offered are very cheap, about six or seven dollars for a package of 100. They ear easy to put on if the paper is already punched.

One way to get around this is to get a section of the closest size teeth and cut one off to replace the missing one. You will still have to remove the book from the holder to get the spine underneath the cover. In my meter the book is held in place by three staples (I don't know the right name for these) on each cover. I think they could be pried up without breaking them if one were very careful. It occurs to me that if only one ring or tooth was being replaced that the spine part could be cut to match the width of the tooth. That way it could be inserted without having to remove the whole book.

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From tarheel6 at msn.com Thu May 17 12:39:56 2018
From: tarheel6 at msn.com (Tom Bridgers)
Date: Thu, 17 May 2018 16:39:56 +0000
Subject: [BoatAnchors] =?utf-8?q?R-390a=E2=80=99s_were_aboard_the_USS_Pue?=
=?utf-8?q?blo?=
Message-ID:
<BN6PR19MB11710BD57895C26396FD1DD790910@BN6PR19MB1171.namprd19.prod.outlook.com>

Several years ago a US citizen was given permission to visit and photograph the radios aboard the USS Pueblo. There were several R-390a?s on board, as well as

several other RX's whose ID I can't remember right now.

Shortly after capture, I feel sure the R-390a's were sent to the Soviet union for disassembly, analysis, and to be replicated... If not in whole, at least in part.

Somewhere in my photo archives, I have several of those pictures of of the USS Pueblo radio room that I downloaded from the internet.

Best,

-tom KE4RHH

Sent from my iPhone

> On May 17, 2018, at 12:00 PM, boatanchors-request at lists.theporch.com wrote:

>

> Send BoatAnchors mailing list submissions to

> boatanchors at lists.theporch.com

>

> To subscribe or unsubscribe via the World Wide Web, visit

> <https://lists.theporch.com/mailman/listinfo/boatanchors>

> or, via email, send a message with subject or body 'help' to

> boatanchors-request at lists.theporch.com

>

> You can reach the person managing the list at

> boatanchors-owner at lists.theporch.com

>

> When replying, please edit your Subject line so it is more specific

> than "Re: Contents of BoatAnchors digest..."

>

>

> Today's Topics:

>

> 1. USS Pueblo - Electronics Fit (Jerry Proc)

> 2. Re: BC-221-M Frequency Meter Calibration Book Plastic Binding

> (Richard Knoppow)

>

>

> -----

>

> Message: 1

> Date: Wed, 16 May 2018 17:04:00 +0000 (UTC)

> From: Jerry Proc <jerry7proc at yahoo.com>

> To: "boatanchors at lists.theporch.com" <boatanchors at lists.theporch.com>

> Subject: [BoatAnchors] USS Pueblo - Electronics Fit

> Message-ID: <312471493.1954886.1526490240463 at mail.yahoo.com>

> Content-Type: text/plain; charset=UTF-8

>

>

> HelloEveryone,

>
> ?
>
> Several weeks ago I was contacted by an American author who is writing an article on the USS Pueblo, the American spy ship which was captured by the North Koreans in 1968. In the process of helping to answer his technical questions, I managed to accumulate a critical mass of information which I have turned into a web page:
>
> <http://jproc.ca/pueblo/>
>
> ?
>
> Pueblo's radio equipment was installed at six positions in the compartment known as the Special Operations Detachment. Each position has a title, however I was not able to find anything about the specific duties of each position. For radio equipment, there are various pieces that still require identification. For the crypto gear, I was able to identify the crypto systems that were in use at the time and compromised but the NSA Damage Assessment Report that I was using as my reference did not provide any equipment listings in this area.
>
> ?
>
> Pueblo is rumored to have carried Sonar/acoustic listening gear however, I am hoping that someone can confirm this.
>
> ? ? ?
>
>
> -- Regards, Jerry Proc E-mail: jerry7proc at yahoo.com
>
> -----
>
> Message: 2
> Date: Wed, 16 May 2018 14:49:02 -0700
> From: Richard Knoppow <oldlens1 at ix.netcom.com>
> To: boatanchors at lists.theporch.com
> Subject: Re: [BoatAnchors] BC-221-M Frequency Meter Calibration Book
> Plastic Binding
> Message-ID: <21413050-18e9-7b2c-a130-f6c9f4f96d45 at ix.netcom.com>
> Content-Type: text/plain; charset=windows-1252; format=flowed
>
> I decided to measure mine. It is about 1/2" diameter. Each
> comb tooth is about 1/4" and they are spaced, from center to
> center about 1/2". Number of teeth is 11.
> I found similar binding combs on the web at a number of
> places but they seem to be standardized at 19 rings in 11". I
> have a reprinted manual with comb binding and compared it to the

> book in my BC-221, it doesn't match for the pitch of the comb. I
> found binding rings from many sources on the web. The are offered
> in at least three sizes, the standard for 11" paper with 19
> rings, a size for A4 paper with 22 rings, and a half size for
> binding 8.5" paper with 15 rings.
> Probably one could call one of the suppliers and find out if
> there is another odd size that isn't regularly listed.
> The combs offered are very cheap, about six or seven dollars
> for a package of 100. They are easy to put on if the paper is
> already punched.
> One way to get around this is to get a section of the closest
> size teeth and cut one off to replace the missing one. You will
> still have to remove the book from the holder to get the spine
> underneath the cover. In my meter the book is held in place by
> three staples (I don't know the right name for these) on each
> cover. I think they could be pried up without breaking them if
> one were very careful. It occurs to me that if only one ring or
> tooth was being replaced that the spine part could be cut to
> match the width of the tooth. That way it could be inserted
> without having to remove the whole book.
>
>
>
> --
> Richard Knoppow
> 1oldlens1 at ix.netcom.com
> WB6KBL
>
>
> -----
>
> Subject: Digest Footer
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
>
>
> -----
>
> End of BoatAnchors Digest, Vol 349, Issue 4
> *****

From vilgotch at bigpond.net.au Thu May 17 18:15:01 2018
From: vilgotch at bigpond.net.au (Morris Odell)
Date: Fri, 18 May 2018 08:15:01 +1000
Subject: [BoatAnchors]

=?utf-8?q?R-390a=E2=80=99s_were_aborboard_the_USS_Pue?= =?utf-8?q?blo?=-

In-Reply-To:

<BN6PR19MB11710BD57895C26396FD1DD790910@BN6PR19MB1171.namprd19.prod.outlook.com>

References:

<BN6PR19MB11710BD57895C26396FD1DD790910@BN6PR19MB1171.namprd19.prod.outlook.com>

Message-ID: <B1349DAB58114000BD6AC39F5A53292B@LGLaptop>

> Several years ago a US citizen was given permission to visit and
> photograph the radios aboard the USS Pueblo. There
> were several R-390a?s on board, as well as several other RX?s whose ID I
> can?t remember right now.

A couple of years ago I was a tourist in Ho Chi Minh city, the former Saigon. I went on a tour of the presidential palace which is now a museum. In the basement there is a communications centre with lots of US boatanchors including several R390As. As an added insult I think, they are upside down on a table. Lots of other interesting gear there including other military communications sets, broadcast transmitters and crypto equipment.

73, Morris

From landn2 at frontier.com Fri May 18 00:39:51 2018

From: landn2 at frontier.com (landn2 at frontier.com)

Date: Thu, 17 May 2018 21:39:51 -0700

Subject: [BoatAnchors] Help With Breting 12

Message-ID: <9591A6F9-AF38-41E1-BA6C-4AD365A47795@frontier.com>

Roger and Scott, many thanks for your help!! Roger, I am with you; I was planning on removing the modified tube stages and putting my radio back to original. Many thanks for your research on mods for my Breting 12!! Scott, many thanks for the Patterson information!! On the topic of West coast radios, I have a Patterson PR-16 with the Type 42 output tubes instead of the 6A3?s. I think that I am glad that I don?t need to find and buy any 6A3?s!! I got a Patterson PR-15 working for a friend?s estate sale; and it sold for a fair price for the family. In my own collection I have a Pierson-DeLane PR-15 Special. It is really similar to the Patterson PR-15 (the same radio which is what the literature says). The ? Special " part of my radio is that the highest band is missing and my radio has the band below the BC band instead. Does anyone know what these ? Special ? radios were used for? Back in those days did aircraft use the low frequency band for ground communications?

Everybody have a great weekend!!

Best regards from Aloha, Oregon,
Liles Garcia
landn2 at frontier.com <mailto:landn2 at frontier.com>

From 1oldlens1 at ix.netcom.com Fri May 18 01:37:22 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Thu, 17 May 2018 22:37:22 -0700
Subject: [BoatAnchors] Help With Breting 12
In-Reply-To: <9591A6F9-AF38-41E1-BA6C-4AD365A47795@frontier.com>
References: <9591A6F9-AF38-41E1-BA6C-4AD365A47795@frontier.com>
Message-ID: <e8eaa1c3-63cd-5547-3096-0842564a8467@ix.netcom.com>

If the band you mean covers between 200 and 400 Khz it was used for aircraft beacons and communications. The band between 100 and 200 Khz had the standard control tower frequency. A number of receivers were made in special models covering these bands. For instance the Super-Pro had them and the military version, the BC-779 drops the two ranges between 540Khz and 2500 Khz for 100 to 400 Khz. The HRO, of course, has these ranges on extra coils. I think National also made a version of the NC-100 and NC-200 which traded the broadcast band for the aeronautical ranges.

On 5/17/2018 9:39 PM, landn2 at frontier.com wrote:

> Roger and Scott, many thanks for your help!! Roger, I am with you;
> I was planning on removing the modified tube stages and putting
> my radio back to original. Many thanks for your research on mods
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> used for? Back in those days did aircraft use the low frequency
> band for ground communications?
>
> Everybody have a great weekend!!
>
> Best regards from Aloha, Oregon,
> Liles Garcia
> landn2 at frontier.com <mailto:landn2 at frontier.com>

>

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From Tarheel6 at msn.com Fri May 18 12:40:51 2018
From: Tarheel6 at msn.com (Tom Bridgers)
Date: Fri, 18 May 2018 16:40:51 +0000
Subject: [BoatAnchors] Photo of R-390a's aboard the USS Pueblo
In-Reply-To: <mailman.5.1526659202.27602.boatanchors@lists.theporch.com>
References: <mailman.5.1526659202.27602.boatanchors@lists.theporch.com>
Message-ID:
<BN6PR19MB1171BC08E88A1BD7C86BFFB790900@BN6PR19MB1171.namprd19.prod.outlook.com>

Found the photo's using Google...

Here is a shot that clearly shows the R-390a's:

<http://www.pbase.com/bmcmorrow/image/116361376>

[<http://origin.pbase.com/t1/93/329493/4/116361376.uSDBlAAo.jpg>] <<http://www.pbase.com/bmcmorrow/image/116361376>>

Electronic Operating Space - USS Pueblo by Brian McMorow<<http://www.pbase.com/bmcmorrow/image/116361376>>
www.pbase.com

Best,
-Tom KE4RHH

From 1oldlens1 at ix.netcom.com Fri May 18 13:31:02 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Fri, 18 May 2018 10:31:02 -0700
Subject: [BoatAnchors] Photo of R-390a's aboard the USS Pueblo
In-Reply-To:
<BN6PR19MB1171BC08E88A1BD7C86BFFB790900@BN6PR19MB1171.namprd19.prod.outlook.com>
References: <mailman.5.1526659202.27602.boatanchors@lists.theporch.com>
<BN6PR19MB1171BC08E88A1BD7C86BFFB790900@BN6PR19MB1171.namprd19.prod.outlook.com>
Message-ID: <78148cf1-35eb-c7a0-9b31-a4f44e1e9c3d@ix.netcom.com>

There are a couple of odd looking SP-600 receivers there

too. Seem to have no knobs or meters on them. There were a number of special versions made but I don't recognize these as being any of them.

On 5/18/2018 9:40 AM, Tom Bridgers via BoatAnchors wrote:

> Found the photo's using Google...

>

>

> Here is a shot that clearly shows the R-390a's:

>

>

> <http://www.pbase.com/bmcmorrow/image/116361376>

>

>

> [http://origin.pbase.com/t1/93/329493/4/116361376.uSDBIAAo.jpg]<<http://www.pbase.com/bmcmorrow/image/116361376>>

>

> Electronic Operating Space - USS Pueblo by Brian McMorrow<<http://www.pbase.com/bmcmorrow/image/116361376>>

> www.pbase.com

>

> Best,

> -Tom KE4RHH

--

Richard Knoppow

1oldlens1 at ix.netcom.com

WB6KBL

From navy.radio at gmail.com Mon May 21 14:32:29 2018

From: navy.radio at gmail.com (Nick England)

Date: Mon, 21 May 2018 14:32:29 -0400

Subject: [BoatAnchors] Fair Radio and Dayton/Xenia hamfest photos

Message-ID: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>

Fair Radio and Dayton/Xenia hamfest photos

<http://www.virhistory.com/ham/fair-18.htm>

and

<http://www.virhistory.com/ham/fair-18.htm>

Cheers,

Nick England K4NYW

www.navy-radio.com

From navy.radio at gmail.com Mon May 21 14:39:29 2018

From: navy.radio at gmail.com (Nick England)

Date: Mon, 21 May 2018 14:39:29 -0400

Subject: [BoatAnchors] Fair Radio and Dayton/Xenia hamfest photos

In-Reply-To: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>
References: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>
Message-ID: <CAB55hNdv=GT8tjjPxgZNr_ehJJ-rAP07G6gp3CeA-Kqo63XkGA@mail.gmail.com>

Agghh! - clumsy fingers.
Hamfest photos are at
<http://www.virhistory.com/ham/dayton-18.htm>

Nick England K4NYW
www.navy-radio.com

On Mon, May 21, 2018 at 2:32 PM, Nick England <navy.radio at gmail.com> wrote:

> Fair Radio and Dayton/Xenia hamfest photos
> <http://www.virhistory.com/ham/fair-18.htm>
> and
> <http://www.virhistory.com/ham/fair-18.htm>
>
> Cheers,
> Nick England K4NYW
> www.navy-radio.com
>

From ve7xf at shaw.ca Mon May 21 15:24:14 2018
From: ve7xf at shaw.ca (Ralph Parker)
Date: Mon, 21 May 2018 12:24:14 -0700
Subject: [BoatAnchors] Fair Radio photos
In-Reply-To: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>
References: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>
Message-ID: <1f0e5c6c-79fd-85cc-33c5-a087d0729c1b@shaw.ca>

><http://www.virhistory.com/ham/fair-18.htm>

Man, I drooled all over my desk And the carpet.
Love that '129 with the shiny knobs (not)!

VE7XF

From johnmb at nc.rr.com Mon May 21 17:15:33 2018
From: johnmb at nc.rr.com (john)
Date: Mon, 21 May 2018 17:15:33 -0400
Subject: [BoatAnchors] Fair Radio and Dayton/Xenia hamfest photos
In-Reply-To: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>
References: <CAB55hNexx8eqAH0zvoXNDbv43LFdZwtm1=yNQ115z2GMgw4yRg@mail.gmail.com>

Message-ID: <6adbaa3e-3a6b-2f28-5191-83de05aff1d8@nc.rr.com>

As always Nick, a great travelog from Xenia/Dayton. Lotsa goodies in those shots, and thanks for taking the time to share them.

John K5MO

On 5/21/2018 2:32 PM, Nick England via BoatAnchors wrote:

> Fair R

From arc5 at ix.netcom.com Tue May 22 11:12:20 2018

From: arc5 at ix.netcom.com (David Stinson)

Date: Tue, 22 May 2018 10:12:20 -0500

Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning Drive

Message-ID: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>

Subject: RME Receivers / Preselectors: That Bad Tuning Drive

Those of us who have worked with an RME receiver or pre-selector are familiar with the problem of the tuning reduction drive. Typically, the drives are worn and they feel and move like one is turning the shaft of a stepper-motor. This, plus incorrect setting of the backlash gear makes tuning the higher bands of an otherwise nice RME receiver, "interesting." Here is the reduction drive, removed from the receiver.

<https://photos.app.goo.gl/39N5w0nsYEzo6qxI3>

The brass cylinder drives the gear directly. The steel shaft provides the drive reduction. Note the black wear stripe on the steel shaft just above the brass part. If you hold the drive and turn the either shaft, it feels like a stepper motor.

However, if you hold the "ears" on the bottom and compress the steel shaft:

<https://photos.app.goo.gl/cy0cyjosmfSCU6Tq1>

to the point the black wear mark is inside the brass cylinder, the action becomes smooth.

Therefore, the "stutter" action is related to this wear.

In order to disassemble and investigate the mechanism, one can place a large towel on a table (to catch bits that want to fly away). Remove the

"C" clamp from the drive.

<https://photos.app.goo.gl/WloEBn5rs8LwATIj3>

Hold the drive vertical with two fingers on the "ears" at the bottom.

<https://photos.app.goo.gl/KKctcfewp3ApB09E3>

Compress the steel shaft downward, then press down on the ears. The drive will come apart.

<https://photos.app.goo.gl/XT8Wwbe67zc084RI2>

This photo illustrates the parts, left to right- the steel reduction shaft, the spring the shaft compresses, the brass direct drive shaft with its three ball bearings and the mount for all of it:

<https://photos.app.goo.gl/UXJplumPllv9Sr1u1>

Had to soak it all in acetone, then naphtha, followed by a gentle application of very fine emory cloth to finally get all the dried grease out of everything. Also, the first time I disassembled the drive, I neglected the towel and one of the ball bearings leaped from the bench and descended into the abyssal darkness, there to remain forevermore, amen. Took the remaining balls to a local bearing supply house and they sold me dozen for like 15 cents each.

If one reassembles the drive (put it all back in order, then compress the steel shaft and it will pop back together), without the tension spring and holds a small amount of back-tension (simulating a much weaker spring), the drive operates smoothly. Therefore, if there is a way to reduce the tension of the spring, the drive might be returned to service.

The spring is an interesting device. One end has a concave "anvil" insert, which is a bearing surface for the round bulb on the end of the steel shaft. With a caliper (thank you, thank you, Mike Hanz), measured the spring uncompressed at 12mm and fully compressed at 10mm, so there is only 2mm of "throw." The spring is quite stiff.

<https://photos.app.goo.gl/jYIMdpBstKmSwN2Z2>

Submit this to the community for suggestions- "No going back" from any modification of the original spring and finding a replacement will not be

possible outside of stripping another drive. A
more common spring will not have the "anvil."
How can we substitute for the original, "too
strong" spring and thus return the drive to
service? Your thoughts solicited.

TNX OM ES 73 DE Dave AB5S

From merv.k9fd at gmail.com Tue May 22 12:39:18 2018
From: merv.k9fd at gmail.com (K9FD)
Date: Tue, 22 May 2018 06:39:18 -1000
Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning
Drive
In-Reply-To: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>
References: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>
Message-ID: <346a954b-6a1b-b0ef-edd4-2b52dac3e503@gmail.com>

Dave,? years back I worked for a company that had a full machine shop,?
we had spring
assortments that included springs such as you have pictured,? they would
vary in
"strength" and size etc.
Is it possible the insert can be pressed out of the spring and inserted
into another spring?
If not I know a machinist could make another insert that would press
into a new spring.
Of course cost is one problem,? it takes a good friend that is a
machinist to help out
with these projects.
The spring though should be available.
Just thinking from my past experience working with machinists in a large
shop.

73 Merv K9FD/KH6

> Submit this to the community for suggestions- "No
> going back" from any modification of the original
> spring and finding a replacement will not be
> possible outside of stripping another drive. A
> more common spring will not have the "anvil."
> How can we substitute for the original, "too
> strong" spring and thus return the drive to
> service? Your thoughts solicited.
>
> TNX OM ES 73 DE Dave AB5S
>
>

> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>

From spr at earthlink.net Tue May 22 12:52:49 2018
From: spr at earthlink.net (Scott Robinson)
Date: Tue, 22 May 2018 09:52:49 -0700
Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning Drive
In-Reply-To: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>
References: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>
Message-ID: <b753fc5a-ece0-b6c1-e5ae-68ff16cc3fb1@earthlink.net>

Hi Dave,

The stepped motion is due to uneven surfaces on the balls (not in this case as you bought new ones) or the inner or outer surfaces the balls run on. I'd try to smooth out the surfaces with abrasives or a lathe--no modification and minimal removal of metal.

Motorcycle and bicycle front forks run in ball thrust bearings, and if you either apply too much force or have run with the bearings a little loose so that going over bumps can pound them, you get the same effect that the RME has.

Good luck!

Regards,

Scott

On 5/22/18 8:12 AM, David Stinson via BoatAnchors wrote:

>
> Subject: RME Receivers / Preselectors: That Bad
> Tuning Drive
>
> Those of us who have worked with an RME receiver
> or pre-selector are familiar with the problem of
> the tuning reduction drive. Typically, the drives
> are worn and they feel and move like one is
> turning the shaft of a stepper-motor. This, plus
> incorrect setting of the backlash gear makes
> tuning the higher bands of an otherwise nice RME
> receiver, "interesting." Here is the reduction
> drive, removed from the receiver.
> <https://photos.app.goo.gl/39N5w0nsYEzo6qxI3>

>
> The brass cylinder drives the gear directly. The
> steel shaft provides the drive reduction. Note
> the black wear stripe on the steel shaft just
> above the brass part. If you hold the drive and
> turn the either shaft, it feels like a stepper
> motor.
> However, if you hold the "ears" on the bottom and
> compress the steel shaft:
> <https://photos.app.goo.gl/cy0cyjosmfSCU6Tq1>
> to the point the black wear mark is inside the
> brass cylinder, the action becomes smooth.
> Therefore, the "stutter" action is related to this
> wear.
>
> In order to disassemble and investigate the
> mechanism, one can place a large towel on a table
> (to catch bits that want to fly away). Remove the
> "C" clamp from the drive.
> <https://photos.app.goo.gl/WloEBn5rs8LwATIj3>
>
> Hold the drive vertical with two fingers on the
> "ears" at the bottom.
> <https://photos.app.goo.gl/KKctcfewp3ApB09E3>
>
> Compress the steel shaft downward, then press down
> on the ears. The drive will come apart.
> <https://photos.app.goo.gl/XT8Wwbe67zc084RI2>
>
> This photo illustrates the parts, left to right-
> the steel reduction shaft, the spring the shaft
> compresses, the brass direct drive shaft with its
> three ball bearings and the mount for all of it:
> <https://photos.app.goo.gl/UXJplumPllv9Sr1u1>
>
> Had to soak it all in acetone, then naptha,
> followed by a gentle application of very fine
> emory cloth to finally get all the dried grease
> out of everything. Also, the first time I
> disassembled the drive, I neglected the towel and
> one of the ball bearings leaped from the bench and
> descended into the abyssal darkness, there to
> remain forevermore, amen. Took the remaining
> balls to a local bearing supply house and they
> sold me dozen for like 15 cents each.
> If one reassembles the drive (put it all back in
> order, then compress the steel shaft and it will
> pop back together), without the tension spring and

> holds a small amount of back-tension (simulating a
> much weaker spring), the drive operates smoothly.
> Therefore, if there is a way to reduce the tension
> of the spring, the drive might be returned to
> service.
>
> The spring is an interesting device. One end has
> a concave "anvil" insert, which is a bearing
> surface for the round bulb on the end of the steel
> shaft. With a caliper (thank you, thank you, Mike
> Hanz), measured the spring uncompressed at 12mm
> and fully compressed at 10mm, so there is only 2mm
> of "throw." The spring is quite stiff.
> <https://photos.app.goo.gl/jYIMdpBstKmSwN2Z2>
>
> Submit this to the community for suggestions- "No
> going back" from any modification of the original
> spring and finding a replacement will not be
> possible outside of stripping another drive. A
> more common spring will not have the "anvil."
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> strong" spring and thus return the drive to
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> TNX OM ES 73 DE Dave AB5S
>
>
> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>
>

From 1oldlens1 at ix.netcom.com Tue May 22 13:16:45 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Tue, 22 May 2018 10:16:45 -0700
Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning Drive
In-Reply-To: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>
References: <003301d3f1df\$4ae97050\$e0bc50f0\$@netcom.com>
Message-ID: <50f5d53d-194f-eafa-1f6d-7c2a3cad6d56@ix.netcom.com>

From the photos it seems to me that the "anvil" is a separate part from the spring and is pressed into the end of the spring. If I am right you could remove it and put it into a new spring provided you can find a stock spring of the right diameter.

On 5/22/2018 8:12 AM, David Stinson via BoatAnchors wrote:

>
> Subject: RME Receivers / Preselectors: That Bad
> Tuning Drive
>

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From 1oldlens1 at ix.netcom.com Wed May 23 17:09:30 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Wed, 23 May 2018 14:09:30 -0700
Subject: [BoatAnchors] Pierson KP-81
Message-ID: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>

I ran across a listing for the Pierson KP-81 in a 1947 edition of the "Radio's Master" compilation catalog. I have never seen one in the flesh. I think there was some discussion of them in this list recently. I found a handbook on BAMA which gives me some ideas about it. They were made locally, not many miles from where I live. I am very curious about them, it appears they were actually produced and in combination with the discussion I remember it makes me think someone on this list may have one. If so I would like to hear any comments on its performance and quality. Pierson seems to have put everything but the kitchen sink into it; a noise blanker and squelch, push-pull audio, dual IF transformers (a'la the RCA AR-88A). Also, it seems to have had a sliding coil box similar to the kind used by National in some of their receivers. I don't know if National had a patent or if they did it may have expired by the time the KP-81 was made.

No price is mentioned but they must have been expensive and certainly must have been expensive to make. Pierson seems to have gone out of business not much later as did a lot of small companies at the time. Economic conditions were not good and got worse before they got better.

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From jp at cs.unc.edu Wed May 23 17:17:31 2018
From: jp at cs.unc.edu (John Poulton)
Date: Wed, 23 May 2018 17:17:31 -0400
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
Message-ID: <CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>

I've had a couple of KP-81's at my shack up until a few years ago when I sold mine to John Vendely K9WT.

John is one of the most skilled restorers around, particularly for radios with some complexity, and he did an amazing job on "my" KP-81, bringing it back to full operation, and perhaps 'then some'. John wrote up the experience, adding a bunch of useful data (including a comprehensive parts list). You can find his writeup and photos at:

<http://jptronics.org/pierson%20kp-81/index.html>

KP-81's are quite rare, but there are a few out there. If you really want one, you'll have to talk a current owner into letting it go! But, if you DO get your hands on one, K9WT's information above will be hugely helpful to you.

73, John K4OZY

On Wed, May 23, 2018 at 5:09 PM, Richard Knoppow via BoatAnchors <boatanchors@lists.theporch.com> wrote:

> I ran across a listing for the Pierson KP-81 in a 1947 edition of the
> "Radio's Master" compilation catalog...
>

From 1oldlens1 at ix.netcom.com Wed May 23 18:07:51 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Wed, 23 May 2018 15:07:51 -0700
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
Message-ID: <255d981f-2499-e7f1-7eed-37664c4e42df@ix.netcom.com>

Thank you so much, I will look at his site right now. I don't know if I want to collect any more old radios but might be tempted by something as exotic and apparantly well designed as this.

And thank you so much for your web site. Its been very helpful many times.

On 5/23/2018 2:17 PM, John Poulton wrote:

> I've had a couple of KP-81's at my shack up until a few years ago
> when I sold mine to John Vendely K9WT.
>
> John is one of the most skilled restorers around, particularly
> for radios with some complexity, and he did an amazing job on
> "my" KP-81, bringing it back to full operation, and perhaps 'then

> some'.? John wrote up the experience, adding a bunch of useful
> data (including a comprehensive parts list).? You can find his
> writeup and photos at:
>
> <http://jptronics.org/pierson%20kp-81/index.html>
>
> KP-81's are quite rare, but there are a few out there.? If you
> really want one, you'll have to talk a current owner into letting
> it go!? But, if you DO get your hands on one, K9WT's information
> above will be hugely helpful to you.
>
> 73, John K4OZY

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From 1oldlens1 at ix.netcom.com Wed May 23 18:44:01 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Wed, 23 May 2018 15:44:01 -0700
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
Message-ID: <d53d2856-69a6-fafb-cdee-182ea5632c10@ix.netcom.com>

A fascinating article. I saved it as a PDF (Win 10 will do this) and will read it in detail later. The design and history is, in its way, more interesting than the receiver.

The author mentions flat paper caps, these were made by Micamold and Solar, maybe others. I think they were supposed to have low inductance and from those I've dissected that might have been true. There were several in my AR-88, all bad.

I think these were used because mica was in very short supply during and right after WW-2. In the original AR-88 receivers RCA used their own stacked mica caps for bypassing. These were replaced by the flat paper caps in war-time receivers except for a couple of critical places. The RF section continued to use silvered mica caps because the paper caps would not do.

As far as I can tell modern polypropylene caps have as low parasitic inductance as mica and are suitable for use as RF bypass and coupling caps. I would still use silvered mica caps for many RF purposes.

The "Radio's Master" I was looking at is dated 1946, I got the date wrong before, and some of the catalog sheets contained are dated a bit later but I think were actually issued earlier.

I don't know if there is an academic study of business

conditions just following WW-2, there ought to be a ton. There seems to have been a great deal of misunderstanding and wishful thinking going on. There were a great many start up companies, and some well established ones too, that failed. Extreme inflation was one reason, rapidly increasing competition from older companies converting to peace time production was another, as was the demands of labor for the higher wages they had put off during the war. Both of the capacitor companies I mentioned. Micamold and Solar, seem to have sunk without a trace around the late 1940s. I have been able to find out nothing about their fate.

The most expensive receiver listed was the Hammarlund Super-Pro. With power supply and speaker it was on the order of \$450 but that's list price and one could get substantial discounts then as now. The RCA AR-88 was never sold commercially so there is no retail price but some estimate it at somewhere around \$800 to \$1000. It would be interesting to know what price was accounted for the lend-lease contracts.

Enough except to say thank you again for the interesting leads.

On 5/23/2018 2:17 PM, John Poulton wrote:

> I've had a couple of KP-81's at my shack up until a few years ago
> when I sold mine to John Vendely K9WT.
>

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From rbsingl at ilstu.edu Wed May 23 22:21:34 2018
From: rbsingl at ilstu.edu (Singley, Rodger)
Date: Thu, 24 May 2018 02:21:34 +0000
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
Message-ID:
<DM5PR03MB25720D8B345513B18B862E60B86A0@DM5PR03MB2572.namprd03.prod.outlook.com>

Richard,

Several years ago I picked up a complete stock KP-81, one with a modified front end (miniature tubes in place of the original loctals), and a parts unit along with a couple of power supplies/speakers. I found them when I saw an old timer struggling to get a large transformer out of his pickup and offered to help and that is when I saw a KP-81 in the back. I asked him how much and I was told I would have to buy all three but the price was very reasonable.

It is an interesting receiver and I paired it with my Viking 500 transmitter. I

found one listing showing new retail was a bit more than what a SX-28A was listing for at the end of production so I am confident not many were sold (one website claims up to 300) and having restored it I am confident Karl Pierson lost money on every one that was sold given the parts and manufacturing expense. The variable capacitors are more robust than what I have seen in any other set and are supported at multiple points by ball bearing assemblies. The sliding coil catacomb looks like a National unit on steroids. The dial indicators use projector beams to display them on the translucent dials. The tuning mechanism is superb when set up properly but it must have been a nightmare in production. Tuning is very light and the capacitors have three separate counterbalance tension springs to provide the proper counterbalance to prevent the unbalanced weight of the rotor from causing tuning knob drift at any position but it means each must be adjusted correctly for this to work across the range. Set up correctly the tuning touch is very light and it will easily spin from one end to the other with a light twist of the knob. I adjusted the spring tension for my unit but if I had to do it over again I would probably just put a felt bushing between the knob and panel to provide a little friction instead of using this multiple spring setup.

Karl Pierson was a designer for Patterson and the related Pierson DeLane companies and you can see a family relationship with the PR-16 that was designed before Pierson left to found his own firm. The Pierson KP-81 is a great example of what can happen when the chief engineer is also the owner of the company. He constructed a feature packed and robust receiver that was probably a nightmare to produce. Restoration is easy for the IF and audio sections but horrible for the front end. The two IF sections unplug as modules making life easy but to get to the front end you have to do major disassembly including unsoldering multiple leads from the variable capacitors in order to remove the front end module. Once it is out you will discover that the wiring was done and then the sockets and terminal strips were riveted into place in the clamshell like front end assembly. In order to get it apart I had to create a longer curved tip for my soldering iron in order to remove enough wires to finally separate the two halves of the assembly. This is the only time I replaced EVERY passive component while I had it apart because it is a multiple hour job that makes restoring the front end of a SX-28 seem like child's play and I didn't want to make a second excursion into that front end.

But once it is working you have a receiver with a very selective IF, multiple filtering including audio filters, an excellent audio output stage (built onto the separate power supply chassis which resides inside the speaker cabinet), and a very usable squelch.

I also have the neat looking KE-93 mobile receiver with matching AC and DC power supplies which was also a nice unit but considerably more practical than Karl's masterpiece.

Rodger WQ9E

-----Original Message-----

From: BoatAnchors <boatanchors-bounces at lists.theporch.com> On Behalf Of Richard Knoppow via BoatAnchors
Sent: Wednesday, May 23, 2018 4:10 PM
To: boatanchors at lists.theporch.com
Cc: Richard Knoppow <1oldlens1 at ix.netcom.com>
Subject: [BoatAnchors] Pierson KP-81

From 4cx250b at miamioh.edu Wed May 23 22:32:15 2018
From: 4cx250b at miamioh.edu (MU 4CX250B)
Date: Wed, 23 May 2018 22:32:15 -0400
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To:
<DM5PR03MB25720D8B345513B18B862E60B86A0@DM5PR03MB2572.namprd03.prod.outlook.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<DM5PR03MB25720D8B345513B18B862E60B86A0@DM5PR03MB2572.namprd03.prod.outlook.com>
Message-ID: <CACJYdGhNspKsR5+GFGKH79fgvBYrRL6gU2Mein5aCBxk9n8vuQ@mail.gmail.com>

Great posting, Rodger. I've never seen a KP-81, and now I'm drooling!
73,
Jim w8zr

Sent from my iPhone

> On May 23, 2018, at 8:21 PM, Singley, Rodger via BoatAnchors <boatanchors at lists.theporch.com> wrote:

>

> Richard,

>

> Several years ago I picked up a complete stock KP-81, one with a modified front end (miniature tubes in place of the original loctals), and a parts unit along with a couple of power supplies/speakers. I found them when I saw an old timer struggling to get a large transformer out of his pickup and offered to help and that is when I saw a KP-81 in the back. I asked him how much and I was told I would have to buy all three but the price was very reasonable.

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> any position but it means each must be adjusted correctly for this to work across the range. Set up correctly the tuning touch is very light and it will easily spin from one end to the other with a light twist of the knob. I adjusted the spring tension for my unit but if I had to do it over again I would probably just put a felt bushing between the knob and panel to provide a little friction instead of using this multiple spring setup.

>

> Karl Pierson was a designer for Patterson and the related Pierson DeLane companies and you can see a family relationship with the PR-16 that was designed before Pierson left to found his own firm. The Pierson KP-81 is a great example of what can happen when the chief engineer is also the owner of the company. He constructed a feature packed and robust receiver that was probably a nightmare to produce. Restoration is easy for the IF and audio sections but horrible for the front end. The two IF sections unplug as modules making life easy but to get to the front end you have to do major disassembly including unsoldering multiple leads from the variable capacitors in order to remove the front end module. Once it is out you will discover that the wiring was done and then the sockets and terminal strips were riveted into place in the clamshell like front end assembly. In order to get it apart I had to create a longer curved tip for my soldering iron in order to remove enough wires to

> finally separate the two halves of the assembly. This is the only time I replaced EVERY passive component while I had it apart because it is a multiple hour job that makes restoring the front end of a SX-28 seem like child's play and I didn't want to make a second excursion into that front end.

>

> But once it is working you have a receiver with a very selective IF, multiple filtering including audio filters, an excellent audio output stage (built onto the separate power supply chassis which resides inside the speaker cabinet), and a very usable squelch.

>

> I also have the neat looking KE-93 mobile receiver with matching AC and DC power supplies which was also a nice unit but considerably more practical than Karl's masterpiece.

>

> Rodger WQ9E

>

> -----Original Message-----

> From: BoatAnchors <boatanchors-bounces at lists.theporch.com> On Behalf Of Richard Knoppow via BoatAnchors

> Sent: Wednesday, May 23, 2018 4:10 PM

> To: boatanchors at lists.theporch.com

> Cc: Richard Knoppow <1oldlens1 at ix.netcom.com>

> Subject: [BoatAnchors] Pierson KP-81

>

>

> -----

> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>

From rbsingl at ilstu.edu Wed May 23 22:33:50 2018
From: rbsingl at ilstu.edu (Singley, Rodger)
Date: Thu, 24 May 2018 02:33:50 +0000
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <CACJYdGhNspKsR5+GFGKH79fgvBYrRL6gU2Mein5aCBxk9n8vuQ@mail.gmail.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<DM5PR03MB25720D8B345513B18B862E60B86A0@DM5PR03MB2572.namprd03.prod.outlook.com>
<CACJYdGhNspKsR5+GFGKH79fgvBYrRL6gU2Mein5aCBxk9n8vuQ@mail.gmail.com>
Message-ID:
<DM5PR03MB2572BF330374272383976A99B86A0@DM5PR03MB2572.namprd03.prod.outlook.com>

Thanks Jim,

It was a case where an act of kindness in helping one of our senior hams turned out very well!

73, Rodger WQ9E

-----Original Message-----

From: BoatAnchors <boatanchors-bounces at lists.theporch.com> On Behalf Of MU 4CX250B
Sent: Wednesday, May 23, 2018 9:32 PM
To: Ham radios with tubes <boatanchors at lists.theporch.com>
Subject: Re: [BoatAnchors] Pierson KP-81

Great posting, Rodger. I've never seen a KP-81, and now I'm drooling!
73,
Jim w8zr

Sent from my iPhone

> On May 23, 2018, at 8:21 PM, Singley, Rodger via BoatAnchors <boatanchors at lists.theporch.com> wrote:
>
> Richard,
>
> Several years ago I picked up a complete stock KP-81, one with a modified front end (miniature tubes in place of the original loctals), and a parts unit along with a couple of power supplies/speakers. I found them when I saw an old timer struggling to get a large transformer out of his pickup and offered to help and that is when I saw a KP-81 in the back. I asked him how much and I was told I would have to buy all three but the price was very reasonable.
>
> It is an interesting receiver and I paired it with my Viking 500

> transmitter. I found one listing showing new retail was a bit more than what a SX-28A was listing for at the end of production so I am confident not many were sold (one website claims up to 300) and having restored it I am confident Karl Pierson lost money on every one that was sold given the parts and manufacturing expense. The variable capacitors are more robust than what I have seen in any other set and are supported at multiple points by ball bearing assemblies. The sliding coil catacomb looks like a National unit on steroids. The dial indicators use projector beams to display them on the translucent dials. The tuning mechanism is superb when set up properly but it must have been a nightmare in production. Tuning is very light and the capacitors have three separate counterbalance tension springs to provide the proper counterbalance to prevent the unbalanced weight of the rotor from causing tuning knob drift at any position but it means each must be adjusted correctly for this to work across the range. Set up correctly the tuning touch is very light and it will easily spin from one end to the other with a light twist of the knob. I adjusted the spring tension for my unit but if I had to do it over again I would probably just put a felt bushing between the knob and panel to provide a little friction instead of using this multiple spring setup.

>

> Karl Pierson was a designer for Patterson and the related Pierson
> DeLane companies and you can see a family relationship with the PR-16 that was designed before Pierson left to found his own firm. The Pierson KP-81 is a great example of what can happen when the chief engineer is also the owner of the company. He constructed a feature packed and robust receiver that was probably a nightmare to produce. Restoration is easy for the IF and audio sections but horrible for the front end. The two IF sections unplug as modules making life easy but to get to the front end you have to do major disassembly including unsoldering multiple leads from the variable capacitors in order to remove the front end module. Once it is out you will discover that the wiring was done and then the sockets and terminal strips were riveted into place in the clamshell like front end assembly. In order to get it apart I had to create a longer curved tip for my soldering iron in order to remove enough wires to finally separate the two halves of the assembly. This is the only time I replaced EVERY passive component while I had it apart because it is a multiple hour job that makes restoring the front end of a SX-28 seem like child's play and I didn't want to make a second excursion into that front end.

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> But once it is working you have a receiver with a very selective IF, multiple filtering including audio filters, an excellent audio output stage (built onto the separate power supply chassis which resides inside the speaker cabinet), and a very usable squelch.

>

> I also have the neat looking KE-93 mobile receiver with matching AC and DC power supplies which was also a nice unit but considerably more practical than Karl's masterpiece.

>

> Rodger WQ9E

>

> -----Original Message-----

> From: BoatAnchors <boatanchors-bounces at lists.theporch.com> On Behalf
> Of Richard Knoppow via BoatAnchors
> Sent: Wednesday, May 23, 2018 4:10 PM
> To: boatanchors at lists.theporch.com
> Cc: Richard Knoppow <1oldlens1 at ix.netcom.com>
> Subject: [BoatAnchors] Pierson KP-81

>

>

>

> -----
> BoatAnchors mailing list
> BoatAnchors at lists.theporch.com
> <https://lists.theporch.com/mailman/listinfo/boatanchors>

BoatAnchors mailing list
BoatAnchors at lists.theporch.com
<https://lists.theporch.com/mailman/listinfo/boatanchors>

From ranickel at comcast.net Wed May 23 23:35:58 2018
From: ranickel at comcast.net (Robert Nickels)
Date: Wed, 23 May 2018 22:35:58 -0500
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
Message-ID: <f310e151-2ad1-a2ab-0290-5f66943b2896@comcast.net>

On 5/23/2018 4:17 PM, John Poulton wrote:

> K9WT's information above will be hugely helpful

Ditto to that!? I've had one for some years on the "to be restored" heap and decided to tackle it last year.?? I doubt I would have done so without John's information (and have questioned my sanity even with it!).??? As revered as he may have been as a radio engineer, the KP-81 has to be the most difficult receiver to maintain - as a look at the two-piece RF deck which requires disconnection of over 25 solder connections to remove will prove.?? Working on the KP-81 makes recapping the RF deck of an SP-600 look easy.

Karl Piersen probably was a perfectionist who never was satisfied enough to commit the values used in the KP-81 to paper, at least that's the best theory of why the schematic included reference designations but nothing to indicate the actual component values.?? John and others have backfilled this gap, but the fact that the schematic is drawn in such a way to be exceptionally hard to read and more than one component having the same designation just adds to the fun.

The front panel of my KP-81 was damaged in shipment so I've stripped it

do bare metal and applied a fresh coat of VHT Grey Wrinkle which I think will be acceptable.?? On the positive side, all control labels are on metal dial plates so cosmetic restoration does not require silk-screening a new panel.?? There are a number of innovations in the circuitry and while the modular construction is generally a plus, putting B+ on the exposed end of a male RCA plug definitely is not.?? There are a number of innovative circuits and the catacombs-type moving coilbox is extremely well-built, with air variables for all adjustments. ? My receiver was in better shape than the one John restored in which virtually all passive components had to be replaced, so I'm optimistic.

While it's a lot of work, the KP-81 is definitely worth restoring and occupies a unique niche in receiver history.?? At least W8ATB and W8OBO would say so - they owned two of them! <https://i.imgur.com/gROID23.png>

And they were obviously Karl Piersen fans, having purchased the second KP-81 to replace an older Piersen-DeLane PR-15:
<https://i.imgur.com/bkwSLY4.png>

73, Bob W9RAN

From 1oldlens1 at ix.netcom.com Thu May 24 00:52:47 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Wed, 23 May 2018 21:52:47 -0700
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <f310e151-2ad1-a2ab-0290-5f66943b2896@comcast.net>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<CAKtz7ffgKxetrm5sFtvkKdbw6=vLkZ_sSJgnKrUTBWcKGfLi0A@mail.gmail.com>
<f310e151-2ad1-a2ab-0290-5f66943b2896@comcast.net>
Message-ID: <e6315857-7734-3dd7-ccdf-fb3f3c144d1f@ix.netcom.com>

This has all been fascinating, I am glad I asked about it. Maybe someday I will have one. I do have the problem of not being able to lift anything at all heavy. A neighbor helped with moving my AR-88.

On 5/23/2018 8:35 PM, Robert Nickels via BoatAnchors wrote:

> On 5/23/2018 4:17 PM, John Poulton wrote:

>> K9WT's information above will be hugely helpful

>

> Ditto to that!? I've had one for some years on the "to be
> restored" heap and decided to tackle it last year.?? I doubt I
> would have done so without John's information (and have
> questioned my sanity even with it!).??? As revered as he may have
> been as a radio engineer, the KP-81 has to be the most difficult
> receiver to maintain - as a look at the two-piece RF deck which
> requires disconnection of over 25 solder connections to remove

> will prove.?? Working on the KP-81 makes recapping the RF deck of
> an SP-600 look easy.
>
> Karl Piersen probably was a perfectionist who never was satisfied
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> that the schematic is drawn in such a way to be exceptionally
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> designation just adds to the fun.
>
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> stripped it do bare metal and applied a fresh coat of VHT Grey
> Wrinkle which I think will be acceptable.?? On the positive side,
> all control labels are on metal dial plates so cosmetic
> restoration does not require silk-screening a new panel.?? There
> are a number of innovations in the circuitry and while the
> modular construction is generally a plus, putting B+ on the
> exposed end of a male RCA plug definitely is not. There are a
> number of innovative circuits and the catacombs-type moving
> coilbox is extremely well-built, with air variables for all
> adjustments. ? My receiver was in better shape than the one John
> restored in which virtually all passive components had to be
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>
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> and occupies a unique niche in receiver history.?? At least W8ATB
> and W80B0 would say so - they owned two of them!
> <https://i.imgur.com/gROID23.png>
>
> And they were obviously Karl Piersen fans, having purchased the
> second KP-81 to replace an older Piersen-DeLane PR-15:
> <https://i.imgur.com/bkwSLY4.png>
>
> 73, Bob W9RAN

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From artleb at earthlink.net Thu May 24 02:14:53 2018
From: artleb at earthlink.net (Art Lebermann)
Date: Wed, 23 May 2018 23:14:53 -0700
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>

Message-ID: <51EA024F070B481FA70C5472B8A05A31@Arthurone>

I also have one of these rare animals, with the original speaker / power supply unit. It's unrestored, with some of the paint flaking from the front panel - but otherwise in good condition. It's been on my "restoration" list for several years. I'm now in the process of sorting out my collection, and thinking about what to keep. Glad to know that a few of these receivers survived! Does anyone know how many were built? Perhaps someone should start a registry, with serial numbers?

73,
Art Lebermann
W6REQ

-----Original Message-----

From: Richard Knoppow via BoatAnchors
Sent: Wednesday, May 23, 2018 2:09 PM
To: boatanchors at lists.theporch.com
Cc: Richard Knoppow
Subject: [BoatAnchors] Pierson KP-81

I ran across a listing for the Pierson KP-81 in a 1947 edition of the "Radio's Master" compilation catalog. I have never seen one in the flesh. I think there was some discussion of them in this list recently. I found a handbook on BAMA which gives me some ideas about it. They were made locally, not many miles from where I live. I am very curious about them, it appears they were actually produced and in combination with the discussion I remember it makes me think someone on this list may have one. If so I would like to hear any comments on its performance and quality. Pierson seems to have put everything but the kitchen sink into it; a noise blanker and squelch, push-pull audio, dual IF transformers (a'la the RCA AR-88A). Also, it seems to have had a sliding coil box similar to the kind used by National in some of their receivers. I don't know if National had a patent or if they did it may have expired by the time the KP-81 was made.

No price is mentioned but they must have been expensive and certainly must have been expensive to make. Pierson seems to have gone out of business not much later as did a lot of small companies at the time. Economic conditions were not good and got worse before they got better.

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

BoatAnchors mailing list

BoatAnchors at lists.theporch.com
<https://lists.theporch.com/mailman/listinfo/boatanchors>

From 1oldlens1 at ix.netcom.com Thu May 24 03:13:25 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Thu, 24 May 2018 00:13:25 -0700
Subject: [BoatAnchors] Pierson KP-81
In-Reply-To: <51EA024F070B481FA70C5472B8A05A31@Arthurone>
References: <ae24cbbb-2a00-4a19-6b88-05d620c193e4@ix.netcom.com>
<51EA024F070B481FA70C5472B8A05A31@Arthurone>
Message-ID: <ea03cdfc-bcc3-a68f-caac-f0331ea47679@ix.netcom.com>

That sounds like a great idea. Perhaps we could interest
Western Historic Radio Museum <http://www.radioblvd.com/>

In a section. There is enough material in this thread to
start a section on it and there may be more once interest is
developed.

On 5/23/2018 11:14 PM, Art Lebermann wrote:

> I also have one of these rare animals, with the original speaker
> / power supply unit.? It's unrestored, with some of the paint
> flaking from the front panel - but otherwise in good condition.
> It's been on my "restoration" list for several years.? I'm now in
> the process of sorting out my collection, and thinking about what
> to keep.? Glad to know that a few of these receivers survived!
> Does anyone know how many were built?? Perhaps someone should
> start a registry, with serial numbers?

>

> 73,

> Art Lebermann

> W6REQ

>

>

--

Richard Knoppow
1oldlens1 at ix.netcom.com
WB6KBL

From listown at nanniandjack.com Thu May 24 12:57:41 2018
From: listown at nanniandjack.com (List Manager)
Date: Thu, 24 May 2018 10:57:41 -0600
Subject: [BoatAnchors] Manners! Better Editing!
Message-ID: <d7a86730e2693372073ad1017f7b990b@nanniandjack.com>

I started to address this to "Gentlemen", which many of you are...
Some have, however, ignored my pleas to edit the unnecessary parts out
of their response.

The process is quite simple: one need simply drag one's mouse across those parts of the message to which one is responding, and tap "Backspace" or "Delete". For "smartphone" users, be it iOS or Android, it is a tad more difficult, but those who chose the smartphone route ought not be exempt.

It is VERY discouraging to read the Digest and have the entire message that started the thread (and then each subsequent response), exponentially added, until the digest is basically a series of repetitive stuff that detracts from the flow of understanding.

There have been some additions to the "Penalty Box" made, and I may decide to become sloth-like myself and leave offenders in there.

It really is simple to make your response contain only those specific parts of the message to which you are responding that are needed to maintain context.

NOT rocket science, just common courtesy.

--

Jack Hill, W4KH - BoatAnchors Listowner/Archiver
listown at nanniandjack.com

"Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

From arc5 at ix.netcom.com Fri May 25 07:02:49 2018

From: arc5 at ix.netcom.com (David Stinson)

Date: Fri, 25 May 2018 06:02:49 -0500

Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning Drive

Message-ID: <001a01d3f417\$ebc0c2a0\$c34247e0\$@netcom.com>

Found a solution to the "stepper motor" action of the RME tuning reduction drive (see earlier post).

Decided against trimming the spring; no going back if that didn't work. Finding a different spring seemed daunting; have no idea how to even define the specifications of such a spring. After thinking about it, got an idea from what Stonewall Jackson would say: "If ya caint flank'em on the right, flank'em on the left."

The spring seats in a "well" in the bottom of the brass shaft, where it holds (too much) tension on the inner, "slow tune" shaft against the ball bearings.

<https://photos.app.goo.gl/UXJplumPllv9Sr1u1>

If we deepen the well just a bit, that will have

the same effect as shortening the spring and, if it doesn't work, one can get some tiny ball bearings from the local bearing supply to replace the removed metal.

A 9/64th inch drill bit fit the well nicely; that's 3.57mm- don't know if there is a Metric bit that will fit. Alas, I do not own a drill press or any other tool with which one could make a "precise" cut. I have a bench vise, a hand drill and eyeballs. The idea was to deepen the well about 1.5mm, leaving just enough tension on the spring to keep the action working without hard-driving the ball bearings into the (invisible to my eye) wear defects that were causing the "stepper motor" action. Put marks on the drill bit for "start" and "stop," and proceeded slowly. After the cut, thoroughly washed-out all the shavings, lubricated and re-assembled the drive. And, of course, I'd cut just the tiniest bit too deep. There wasn't quite enough tension from the spring for reliable action from the "slow" shaft. Removed the spring and, using one of those very fine wire cutters they sell at WallyWorld in the "craft" section, very carefully "pinched" between two of the coils, effectively "stretching" the spring by about half a millimeter- just a tiny bit- then reassembled.

The drive action is not perfect- you can still feel some wear- but it's minor and the drive action is greatly improved from the "bind-stutter-bind-stutter" with which we started. It is entirely serviceable. If one had precision tools and a few drives on which to experiment, doubtless the "right" well extension depth could be found to balance the drive action. Look forward to installing this one in the RME-45 to see how it does. Likely to be awhile, as my "Play radio" time is very limited right now. To give you some idea- this RME drive project has sat on my bench for about 4 months. I finally got tired of looking at it.

Aside: Cannot stress enough the use of a big, lint-free towel covering the bench when working with these drives. Those ball bearings and that spring will magically run away if given one

chance. Getting those little bearings all back in the brass shaft with my fat fingers would be maddening on a flat surface.

GL OM ES 73 DE Dave AB5S

From gumbear at pacbell.net Fri May 25 15:24:57 2018
From: gumbear at pacbell.net (Arden Allen)
Date: Fri, 25 May 2018 12:24:57 -0700
Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning Drive
In-Reply-To: <001a01d3f417\$ebc0c2a0\$c34247e0\$@netcom.com>
References: <001a01d3f417\$ebc0c2a0\$c34247e0\$@netcom.com>
Message-ID: <C7C786055D1843858D89036E204AF03F@Lenovo>

>Decided against trimming the spring; no going back if that didn't work. Finding a different spring seemed daunting;

Never thought I'd see you take a Primitive Pete approach to solving a problem like this, Dave. I guess I have too much faith in,,,,,, well, you know.

McMaster Carr has a wide selection of small springs, both compression and stretch. Buying a small selection of different size/spec springs is the best laboratory for solving the drive problem you're working on. But, all's well that ends well.

BTW, the preferred way to shorten such a spring is with a grinder. Just go easy so you don't overheat the spring and ruin its temper or the spring will additionally shorten under pressure.

Arden Allen
KB6NAX

He who is cruel to animals becomes
hard also in his dealings with men.
We can judge the heart of a man by
his treatment of animals.
?Immanuel Kant

From 1oldlens1 at ix.netcom.com Fri May 25 16:59:35 2018
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Fri, 25 May 2018 13:59:35 -0700
Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning

Drive

In-Reply-To: <C7C786055D1843858D89036E204AF03F@Lenovo>

References: <001a01d3f417\$ebc0c2a0\$c34247e0\$@netcom.com>

<C7C786055D1843858D89036E204AF03F@Lenovo>

Message-ID: <7be619ff-de1c-fdc3-ea00-ad95928fb990@ix.netcom.com>

I want to repeat something I posted earlier. The "anvil" on the spring in the photo appears to be pressed into the end of the spring. If it is actually as it looks it should not be too difficult to remove and attach to another spring. Probably the most difficult part is to get the end of the spring flat. I have stock springs from the hardware store where the ends are already flat. The other end may not matter or perhaps you can find a spring of the right length and strength as a ready made part and just put the anvil on it.

I have gotten stock springs at a local Ace hardware store, I think they all have them. McMaster-Carr likely has a much wider selection.

Drilling out the hole seems about as permanent as cutting the spring even if you can fill it in with a ball bearing or section of rod stock.

On 5/25/2018 12:24 PM, Arden Allen wrote:

>>Decided against trimming the spring; no going back

> if that didn't work.? Finding a different spring

> seemed daunting;?

>

> Never thought I'd see you take a Primitive Pete approach to

> solving a problem like this, Dave.? I guess I have too much faith

> in,,,,,,? well, you know.

--

Richard Knoppow

1oldlens1 at ix.netcom.com

WB6KBL

From merv.k9fd at gmail.com Fri May 25 21:12:30 2018

From: merv.k9fd at gmail.com (K9FD)

Date: Fri, 25 May 2018 15:12:30 -1000

Subject: [BoatAnchors] RME Receivers / Preselectors: That Bad Tuning

Drive

In-Reply-To: <7be619ff-de1c-fdc3-ea00-ad95928fb990@ix.netcom.com>

References: <001a01d3f417\$ebc0c2a0\$c34247e0\$@netcom.com>

<C7C786055D1843858D89036E204AF03F@Lenovo>

<7be619ff-de1c-fdc3-ea00-ad95928fb990@ix.netcom.com>

Message-ID: <50ad1266-80ae-d86f-c7e3-f0b9efb6a0b2@gmail.com>

Those type of springs are common in the tool and die industry,? I used

to have an assortment of
those type springs in many lengths and tensions.?? Im sure there are
many places that still
carry the springs.?? for tool and die work they are already flat on the
ends.
Of course some one with a hobby lathe or machinist lathe could turn the
anvil pretty easily.

Make friends with a local machinist.

73 Merv K9FD/KH6

> I want to repeat something I posted earlier. The "anvil" on the spring
> in the photo appears to be pressed into the end of the spring. If it
> is actually as it looks it should not be too difficult to remove and
> attach to another spring. Probably the most difficult part is to get
> the end of the spring flat. I have stock springs from the hardware
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> ready made part and just put the anvil on it.
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>>
>> Never thought I'd see you take a Primitive Pete approach to solving a
>> problem like this, Dave.? I guess I have too much faith in,,,,,,?
>> well, you know.
>

From wwatson5 at sbcglobal.net Mon May 28 11:12:54 2018
From: wwatson5 at sbcglobal.net (William Watson)
Date: Mon, 28 May 2018 10:12:54 -0500
Subject: [BoatAnchors] Radio Compass AN/ARN-6
In-Reply-To: <580290670.1859063.1525924850321@mail.yahoo.com>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
Message-ID: <mailman.170.1527520383.1199.boatanchors@lists.theporch.com>

I recently posted a request for a manual for this radio compass and, thanks to a
response from Morris Odell in VK land, I now have the needed manual.

Now II am trying to bring up the R-101B receiver in this system. I have a control unit very similar to the C1514/A. which has an MRE 34P Winchester connector for the electrical interface and a spline connector for the mechanical tuning interface.

I need to find, or make, a cable for the electrical interface and come up with a spline -to-spline mechanical link (probably at least a couple of feet long) for the mechanical interface. Can anyone provide any fittings for either of these or point me to a source?

Many thanks.

Joe Watson
W5WBR

From kd5byb at kd5byb.net Mon May 28 11:34:08 2018
From: kd5byb at kd5byb.net (Ben Hall)
Date: Mon, 28 May 2018 10:34:08 -0500
Subject: [BoatAnchors] Radio Compass AN/ARN-6
In-Reply-To: <mailman.170.1527520383.1199.boatanchors@lists.theporch.com>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>
Message-ID: <c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>

On 5/28/2018 10:12 AM, William Watson wrote:

> I recently posted a request for a manual for this radio compass and,
> thanks to a response from Morris Odell in VK land, I now have the
> needed manual.

Hi Joe and all,

I'm also got an ARN-6 in the line waiting for its turn on the repair bench. Is that manual available for download anywhere? I'd sure love to grab a copy.

If that link has been shared already, I apologize that I missed it, it's not been a really good past month here. Wife has been in the hospital and I haven't followed stuff here closely. :(In the good news department, she should come home today or tomorrow, crossing my fingers!

Some time ago, I was able to grab a *partial* copy of the ARN-6 manual

on the e-place, and it is awaiting its turn to be scanned. When I've got it scanned, I'll post a download link. I may need to scan it at work on the large-format scanner as IIRC, the schematics are on 11" tall by a million inches long paper all folded up, hahaha. ;)

> Now I am trying to bring up the R-101B receiver in this system. I
> have a control unit very similar to the C1514/A. which has an MRE 34P
> Winchester connector for the electrical interface and a spline
> connector for the mechanical tuning interface.

The spline cables for the ARN-6 are the same as for the MN-26 series. Fair Radio has various lengths of the MC-124 cables and I just confirmed that they connect fine to the C-149A/ARN-6 control box I've got. Somewhere I've also got a C-1514, but wasn't able to physically check it as my radio room / shop / office / play pen is in a state of disarray at the moment.

While you didn't ask specifically about the front-panel circular mil connectors, they are commonly (and cheaply!) available from many places, including places like Digi-Key and Mouser.

The Winchester connector is a much more difficult beast. I've been watching the e-place for *months* now looking for a compatible connector and have even reached out to some of the connector vendors we use at work (we build military airborne test equipment and buy lots of wacky connectors so I've got quite the network of vendors who specialize in wacky connectors!) and they are either not available or cost many times more than I've paid for the ARN-6 gear all put together. One of the nice things about the C-149A control box vice the C-1514 is that the 149 doesn't use a connector, it has an internal wiring board that accepts the wires. (actually, my C-149A was missing this wiring board, so I made one up from PC board and soldered-in eyelets which looks pretty awful but will work okay I figure)

If you do find an inexpensive source for the Winchester connector, that would be much appreciated as well. :)

Please do share your experiences bringing the set up here. I for one will be grateful for any hints / kinks you find. :)

thanks much and 73,
ben, kd5byb

From scr287 at att.net Mon May 28 12:18:48 2018
From: scr287 at att.net (Jack Antonio)
Date: Mon, 28 May 2018 12:18:48 -0400
Subject: [BoatAnchors] Radio Compass AN/ARN-6

In-Reply-To: <c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>
<c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>
Message-ID: <46dfc791-6fcb-2f69-dab9-ae6d57ebe6a3@att.net>

On 5/28/2018 11:34 AM, Ben Hall wrote:

>
>
> The Winchester connector is a much more difficult beast.? I've been
> watching the e-place for *months* now looking for a compatible
> connector and have even reached out to some of the connector vendors
> we use at work (we build military airborne test equipment and buy lots
> of wacky

This connector is surprisingly hard to find.? It is also used on the
AN/ARC-44 and AN/ARC-45 sets, which I am
trying to put together(and still need the maintenance manual for the
AN/ARC-45).

There is one trap to avoid. There is a connector used for some certain
data applications that is the same
overall size and pin layout as the MRE-34. However the pin diameter is
larger and are not usable

Just be aware when scrounging. (And yes, it is a trap I fell into).

Jack Antonio
WA7DIA

From mike_25-z at aafradio.org Mon May 28 12:21:14 2018
From: mike_25-z at aafradio.org (aafradio)
Date: Mon, 28 May 2018 12:21:14 -0400
Subject: [BoatAnchors] Radio Compass AN/ARN-6
In-Reply-To: <c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>
<c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>
Message-ID: <f8601eb5-9cac-4720-07f7-4d8a29176d30@aafradio.org>

It sometimes takes a few months for military uploads to BAMA to appear.?
So, back on May 13th I posted this to the list:

On 5/13/2018 5:07 PM, aafradio wrote:

> I noticed that the last time BAMA updated the military section was
> several months ago, so in the meantime, I uploaded my copy to
> <http://aafradio.org/docs/ARN-6.pdf>
>
> I don't recall where I found it, but it doesn't seem to be on the web
> any more.? Better have it in two accessible places than none at all.
>
> 73,
> Mike? KC4TOS

I see that Morris' version is now up on BAMA in the military section.? Looks like the same scan I posted.? I'll leave mine up there just for backup.

On 5/28/2018 11:34 AM, Ben Hall wrote:

> On 5/28/2018 10:12 AM, William Watson wrote:
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>> thanks to a response from Morris Odell in VK land, I now have the
>> needed manual.
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> Hi Joe and all,
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> I'm also got an ARN-6 in the line waiting for its turn on the repair
> bench.? Is that manual available for download anywhere? I'd sure love
> to grab a copy.
>
> If that link has been shared already, I apologize that I missed it,
> it's not been a really good past month here.? Wife has been in the
> hospital and I haven't followed stuff here closely.? :(? In the good
> news department, she should come home today or tomorrow, crossing my
> fingers!

From mike_25-z at aafradio.org Mon May 28 13:35:19 2018

From: mike_25-z at aafradio.org (aafradio)

Date: Mon, 28 May 2018 13:35:19 -0400

Subject: [BoatAnchors] Radio Compass AN/ARN-6

In-Reply-To: <46dfc791-6fcb-2f69-dab9-ae6d57ebe6a3@att.net>

References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>

<580290670.1859063.1525924850321@mail.yahoo.com>

<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>

<c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>

<46dfc791-6fcb-2f69-dab9-ae6d57ebe6a3@att.net>

Message-ID: <eca0ca33-9f75-1639-bc08-d20991cb392d@aafradio.org>

I went looking in my stash of less-interesting connectors (e.g.,

post-WWII connectors) and found this oddball.? Is this it?? Pin diameter is about .040".

- Mike? KC4TOS

On 5/28/2018 12:18 PM, Jack Antonio wrote:

> On 5/28/2018 11:34 AM, Ben Hall wrote:

>> The Winchester connector is a much more difficult beast.? I've been
>> watching the e-place for *months* now looking for a compatible
>> connector and have even reached out to some of the connector vendors
>> we use at work (we build military airborne test equipment and buy
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>

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> trying to put together(and still need the maintenance manual for the
> AN/ARC-45).

>

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> overall size and pin layout as the MRE-34. However the pin diameter is
> larger and are not usable

>

> Just be aware when scrounging. (And yes, it is a trap I fell into).

>

> Jack Antonio

> WA7DIA

From mike_25-z at aafradio.org Mon May 28 13:45:25 2018

From: mike_25-z at aafradio.org (aafradio)

Date: Mon, 28 May 2018 13:45:25 -0400

Subject: [BoatAnchors] Radio Compass AN/ARN-6

In-Reply-To: <eca0ca33-9f75-1639-bc08-d20991cb392d@aafradio.org>

References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>

<580290670.1859063.1525924850321@mail.yahoo.com>

<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>

<c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>

<46dfc791-6fcb-2f69-dab9-ae6d57ebe6a3@att.net>

<eca0ca33-9f75-1639-bc08-d20991cb392d@aafradio.org>

Message-ID: <7198fbcd-7610-196c-eed6-e4950135f49d@aafradio.org>

Sorry...I'm having a hard time keeping track of which reflectors permit small photos and which don't.? I uploaded the picture to <http://aafradio.org/sidebar/MRE34P.JPG>

- Mike

On 5/28/2018 1:35 PM, aafradio wrote:

> I went looking in my stash of less-interesting connectors (e.g.,
> post-WWII connectors) and found this oddball.? Is this it?? Pin
> diameter is about .040".

>

> - Mike? KC4TOS

>

> On 5/28/2018 12:18 PM, Jack Antonio wrote:

>> On 5/28/2018 11:34 AM, Ben Hall wrote:

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>>> watching the e-place for *months* now looking for a compatible
>>> connector and have even reached out to some of the connector vendors
>>> we use at work (we build military airborne test equipment and buy
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>> This connector is surprisingly hard to find.? It is also used on the
>> AN/ARC-44 and AN/ARC-45 sets, which I am
>> trying to put together(and still need the maintenance manual for the
>> AN/ARC-45).

From scr287 at att.net Mon May 28 14:17:48 2018

From: scr287 at att.net (Jack Antonio)

Date: Mon, 28 May 2018 14:17:48 -0400

Subject: [BoatAnchors] Radio Compass AN/ARN-6

In-Reply-To: <eca0ca33-9f75-1639-bc08-d20991cb392d@aafradio.org>

References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>

<580290670.1859063.1525924850321@mail.yahoo.com>

<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>

<c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>

<46dfc791-6fcb-2f69-dab9-ae6d57ebe6a3@att.net>

<eca0ca33-9f75-1639-bc08-d20991cb392d@aafradio.org>

Message-ID: <8b0e0b6e-5328-6c81-4c0a-71bd6b408719@att.net>

On 5/28/2018 1:35 PM, aafradio wrote:

> I went looking in my stash of less-interesting connectors (e.g.,
> post-WWII connectors) and found this oddball.? Is this it?? Pin
> diameter is about .040".

That is an interesting connector. The shell with its Dzus fasteners is
the same type as is used
on the ARC-44 and? -45 control heads,? but the plug itself is the wrong
gender.

(The ARC-44 uses three control heads)

My somewhat loosely calibrated eyeball says the pin diameter is about

right though.

So not sure if this was a connector for a different application, or someone swapped connector bodies somewhere along the line.

The ARN-6 control head under discussion takes that family of connector, but of the opposite gender, and it uses thumbscrews for attaching.

Jack Antonio
WA7DIA

From mike_25-z at aafradio.org Mon May 28 14:44:03 2018
From: mike_25-z at aafradio.org (aafradio)
Date: Mon, 28 May 2018 14:44:03 -0400
Subject: [BoatAnchors] Radio Compass AN/ARN-6
In-Reply-To: <8b0e0b6e-5328-6c81-4c0a-71bd6b408719@att.net>
References: <580290670.1859063.1525924850321.ref@mail.yahoo.com>
<580290670.1859063.1525924850321@mail.yahoo.com>
<mailman.170.1527520383.1199.boatanchors@lists.theporch.com>
<c49ba01a-9707-a805-4f7e-ac565746a24f@kd5byb.net>
<46dfc791-6fcb-2f69-dab9-ae6d57ebe6a3@att.net>
<eca0ca33-9f75-1639-bc08-d20991cb392d@aafradio.org>
<8b0e0b6e-5328-6c81-4c0a-71bd6b408719@att.net>
Message-ID: <65f8bcfa-24fa-150b-157c-7ffdec71288d@aafradio.org>

On 5/28/2018 2:17 PM, Jack Antonio wrote:

> On 5/28/2018 1:35 PM, aafradio wrote:
>> I went looking in my stash of less-interesting connectors (e.g.,
>> post-WWII connectors) and found this oddball.? Is this it?? Pin
>> diameter is about .040".
>
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> the same type as is used
> on the ARC-44 and? -45 control heads,? but the plug itself is the
> wrong gender.
> (The ARC-44 uses three control heads)
>
> The ARN-6 control head under discussion takes that family of
> connector, but of the opposite
> gender, and it uses thumbscrews for attaching.

Well, Ebay seems to have a male MRE 34P with that thumbscrew backshell for \$18.00 - <https://www.ebay.com/i/282977564085>
That would seem to be fairly reasonable these days.

- Mike

From listown at nanniandjack.com Tue May 29 13:09:03 2018
From: listown at nanniandjack.com (List Manager)
Date: Tue, 29 May 2018 11:09:03 -0600
Subject: [BoatAnchors] Penalty Box is Filling UP!
Message-ID: <76db8fa2b22b86575dbc15d896b7d1f2@nanniandjack.com>

Lovers of Fire Bottles-

As the Subject line says, the penalty box is filling up.

I read the Digest version mostly, and there over-quoting and lack of editing really stands out...

I have lots better things to do than put members in the Penalty Box and moderate posts.

I have been managing this list for almost 14 years! And new technology has made people LAZY and RUDE!

If y'all can't be bothered to edit the material you are responding to, I can't be bothered to manage the list! Boatanchors is about older vintage technology, in use at a time when courtesy and politeness was in vogue. If "smartphones" and pathetic excuses for email applications make it too hard to edit, you can always go back to the tried and true and use a desktop computer and good email program.

There are some amazing resources available on this list. Many members who have been here since the beginning still subscribe. PLEASE reinstate courtesy and common sense! I really long for the "Good Old Days" and would appreciate your help in bringing those days back.

--

Jack Hill, W4KH - BoatAnchors Listowner/Archiver
listown at nanniandjack.com

"Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"